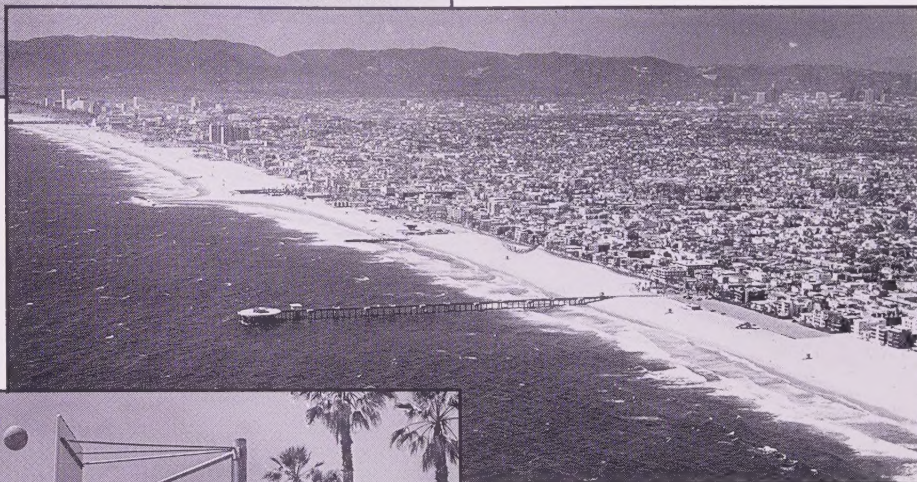


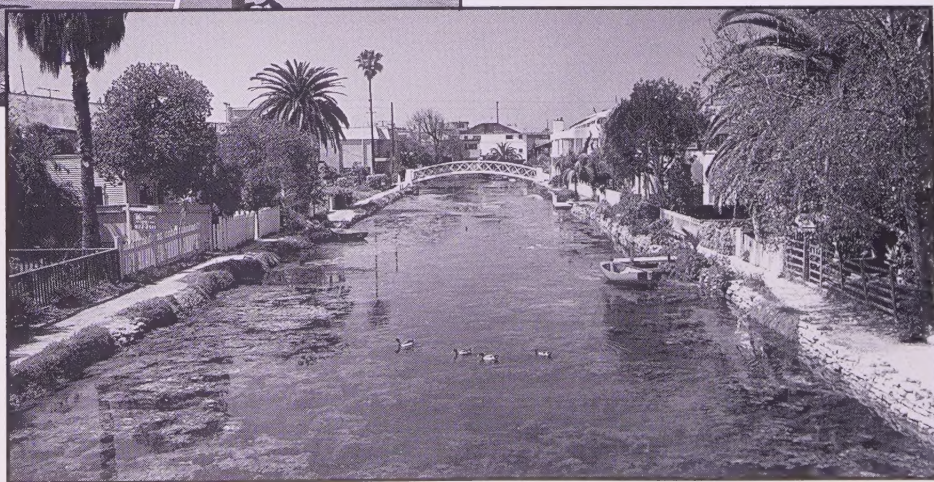
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A PART OF THE GENERAL PLAN
OF THE CITY OF LOS ANGELES



Venice Plans



CITY OF LOS ANGELES
CALIFORNIA



RICHARD J. RIORDAN
MAYOR

CITY PLANNING
COMMISSION

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PRESIDENT

ROBERT L. SCOTT
VICE-PRESIDENT

LES HAMASAKI

MARNA SCHNABEL

ANTHONY N.R. ZAMORA

RAMONA HARO
SECRETARY

(213) 580-5234

DEPARTMENT OF
CITY PLANNING
221 N. FIGUEROA STREET
LOS ANGELES, CA 90012-2601

EXECUTIVE OFFICES
16TH FLOOR

CON HOWE
DIRECTOR
(213) 580-1160

FRANKLIN P. EBERHARD
DEPUTY DIRECTOR
(213) 580-1163

GORDON B. HAMILTON
DEPUTY DIRECTOR
(213) 580-1165

ROBERT H. SUTTON
DEPUTY DIRECTOR
(213) 580-1167

FAX: (213) 580-1176

INFORMATION
(213) 580-1172

92 00009

January 26, 1995

RE: PLAN BOOKLET ADDITIONS/REVISIONS

Dear Plan Booklet Recipients:

Enclosed are the most recent additions/revisions made to the
VENICE plan(s).

Please add the specific plan portions and replace other sheets
(table of contents, log sheet, back credit page, and two maps) to
your plan booklet.

If you have any questions, please contact the Central Publications
Unit at (213) 580-5250.

Very truly yours,

GORDON HAMILTON
Deputy Director

Lynn Schwickerath, Chief Clerk
Department Support Operations

LS:smc

Enclosures (1 copy)

PUBLIC COUNTER & CONSTRUCTION SERVICES CENTER
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Los Angeles City Planning Department

Room 561 City Hall



July 23, 1992

TO: All Staff and Interested Parties
FROM: John J. Sepulveda, GIS Supervisor II
SUBJECT: COMMUNITY PLAN UPDATE

ERRATUM

Attached for your information is a black and white update for Venice Plan/Map 105P141 which should depict Medium density Residential and Highway Oriented Commerical density respectively as shown in the shaded area on the attached map.

This change will be incorporated in the next update and Publication of the Venice Plan Booklet.

cc: Con Howe
Bob Sutton
Lynn Schwickerath
Marc Woerschling

Venice Plans

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* This document is a reformat of the District Plan as it formerly appeared in the broadside format. The maps reflect the broadside subsequently amended by the General Plan Consistency Program (AB 283), Periodic Plan Review and any other amendments. The text is essentially the same as the originally adopted Plan.



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PLAN AMENDMENTS DATE LOG

VENICE PLANS

Adopted by City Council
 October 14, 1970
 C.F. 76-1403

Date	Amendments	Council File
Sept. 20, 1985	Coastal Transportation Corridor Specific Plan	83-1859
Aug. 26, 1986	Navy St. and Rose Ave., Plan Amendment	85-1989 S1
Nov. 25, 1986	Oxford Triangle Area, Plan Amendment	86-0736
June 19, 1987	Oxford Triangle Specific Plan	86-0736
June 26, 1987	AB 283 General Plan/Zoning Consistency Program, Part II	87-0589
June 26, 1987	AB 283 Industrial/Residential - Western Los Angeles	87-0590
April 26, 1988	Redesignation of Glencoe and Maxella Avenues	87-0452
July 13, 1988	Periodic Plan Review, Window 7, Item 2, Culver Blvd.	87-2273 S2
Nov. 2, 1988	AB 283 General Plan/Zoning Consistency Program, Part I	88-0719
Nov. 29, 1988	Periodic Plan Review, Window 11, Item 5, N. Venice Blvd.	88-1226 S5
Nov. 29, 1988	Periodic Plan Review, Window 11, Item 6, Pacific Ave.	88-1226 S6
Nov. 29, 1988	Periodic Plan Review, Window 11, Item 7, Pacific Ave.	88-1226 S7
March 21, 1989	Periodic Plan Review, Window 11, Item 4, Ocean Front Walk	88-1226 S4
March 22, 1989	AB 283 Industrial/Residential - Western Los Angeles	87-0590
March 7, 1990	Periodic Plan Review, Window 23, Item 4, Palms Blvd.	89-2408 S4
March 27, 1991	Land Use Footnote	90-1422
May 27, 1992	AB 283 Open Space Plan Amendments	92-0163
Sept. 23, 1992	Periodic Plan Review, Window 43, Item 2, Ocean Front Walk	92-1276
Jan. 14, 1993	Mobilehome Footnote	89-0119
Aug. 4, 1993	Coastal Transportation Corridor Specific Plan	88-1984 S1
Oct. 12, 1993	Glencoe/Maxella Specific Plan	91-0864 S2
Aug. 17, 1993	Periodic Plan Review, Window 51, Item 5, Mildred Ave.	88-0719
Dec. 6, 1994	Oxford Triangle Specific Plan Correction Ordinance	94-2040

A. Community Plan

B. Specific Plan

C. Specific Plan

D. Specific Plan



..... For details see Specific Plan

VENICE GENERALIZED LAND USE

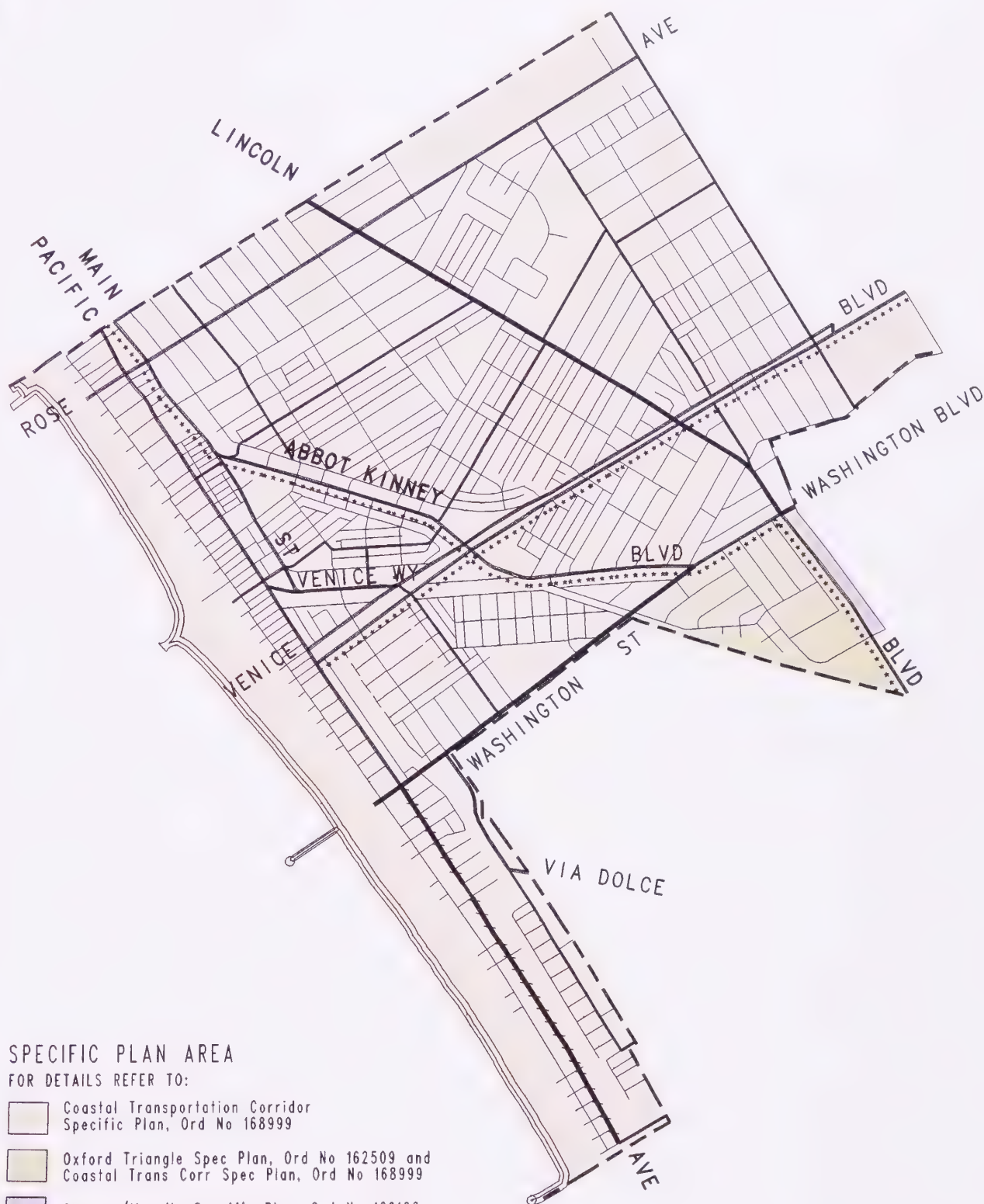


NOT TO SCALE

B. Specific Plan

C. Specific Plan

D. Specific Plan

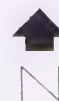


SPECIFIC PLAN AREA

FOR DETAILS REFER TO:

- Coastal Transportation Corridor
Specific Plan, Ord No 168999
- Oxford Triangle Spec Plan, Ord No 162509 and
Coastal Trans Corr Spec Plan, Ord No 168999
- Glencoe/Maxella Specific Plan, Ord No 169102
Coastal Trans Corr Spec Plan, Ord No 168999

VENICE GENERALIZED CIRCULATION



NOT TO SCALE

VENICE PLAN

CITY OF LOS ANGELES

The Venice Community Plan is part of the General Plan of the City of Los Angeles. It consists of this text and the accompanying map.

PURPOSES

USE OF THE PLAN

Notwithstanding any other language herein, this Plan does not commit the City to initiate any program or expend any funds for such programs as may be suggested.

The purpose of the Venice Community Plan is to provide an official guide to the future development of the Community for use by the City Council, the Mayor, the City Planning Commission, the State Coastal Commission and other concerned governmental agencies; residents, property owners and businessmen of the community; and private organizations concerned with planning and civic betterment. For the Council, the Mayor, and the Planning Commission, the Plan provides a reference to be used in connection with their action on various City development matters as required by law.

The Plan is intended to promote an arrangement of land use, circulation, and services which will encourage and contribute to the economic, social and physical health, safety, welfare and convenience of the people who live and work in the community, within the larger framework of the City; guide the development, betterment and change of the Community to meet existing and anticipated needs and conditions; contribute to a healthful and pleasant environment; balance growth and stability; reflect economic potentialities and limitations, land development and other trends; and protect investment to the extent reasonable and feasible.

The Plan proposes approximate locations and dimensions for land use. The Plan is not an official zone map, and, while it is a guide, it does not imply any right to a particular zone or to the land uses permitted therein. Changes of zone are considered under a specific procedure established under the Los Angeles City Charter and the Los Angeles Municipal Code, subject to various requirements set forth therein. Inasmuch as the Plan shows land uses projected as much as 20 years into the future, it suggests conditionally more land in some areas for different zones and land uses than may be desirable for many years.

The Plan is also intended to serve as the land use plan portion of the City of Los Angeles Local Coastal Program for the Venice Community. As such it is the basis for the various implementing ordinances required by the California Coastal Act. Upon certification by the Coastal Commission, this Plan, together with the implementing ordinances, will constitute the Local Coastal Program in its entirety for Venice.

This Plan is subject to periodic review and amendment to reflect changes in circumstances.

OBJECTIVES OF THE PLAN

1. To provide a guide for the orderly and balanced development of Venice, designating and generally locating land uses and public facilities in the quantities and at densities which will accommodate population and activities projected to the year 1995.
2. To coordinate the planning of Venice with that of other parts of the City of Los Angeles and with the adjacent City of Santa Monica.
3. To preserve and enhance the low-density residential character of Venice and to maintain the variety and distinctiveness of its lifestyles, small businesses and artisan activities, specifically:
 - a. To encourage the maintenance and restoration of the existing housing stock.
 - b. To promote housing designed to minimize adverse environmental effects.
 - c. To encourage the provision of housing adequate to satisfy the varying needs and desires of persons of all economic segments of the community, especially those of low and moderate income, including senior citizens.
 - d. To promote equal opportunity for all persons to purchase, rent, rehabilitate or build housing in the community regardless of race, ethnic background, religion, income, age, sex, and family composition.
4. To promote the economic health, convenience and general welfare of Venice by:
 - a. Encouraging adequate and appropriate development of a full range of needed retail, service, office and industrial facilities without substantial detriment to adjacent land uses of other types.
 - b. Encouraging the provision of places of employment within Venice.
5. To preserve open space, giving due consideration to private property rights, and to develop recreational facilities for the enjoyment of both local residents and persons living throughout the Los Angeles region, commensurate with other provisions of this Plan.
6. To support the development of an integrated, balanced transportation system, utilizing all appropriate public and private modes, to meet the transportation and recreation needs of the Community and of the surrounding area. Where possible this should be accomplished by means which do not require the widening and realigning of streets, such as the short-term improvement of public transportation and improved signalization.
7. To guide the location and programming of public services and utilities adequate for the future needs of the Community.

8. To guide development and use of lands and waters located within the Coastal Zone consistent with the provisions of the California Coastal Act of 1976.

POLICIES

The Venice Community Plan has been designed to accommodate the anticipated growth in population and employment in the Community to the year 1995. The Plan does not seek to promote nor to hinder growth; rather, it accepts the likelihood that some growth will take place and must be provided for.

The Plan encourages: the preservation of the unique characteristics of the Community, including historical buildings within the Community, the protection of low-density residential areas, the conservation of designated open space lands, the preservation and strengthening of community service facilities, the provision of industrial lands to provide employment opportunities for residents and an adequate economic base for the Community, and implementation of appropriate coastal policies.

The Plan also encourages coastal-dependent development in preference to other development and recognizes coastal recreational facilities, boat building and beach-oriented commercial activities as preferable coastal-dependent uses. Consistent with other provisions of this Plan, estuaries and wetlands are to be preserved. The Venice Beach is considered a natural and recreational resource and is to be protected.

LAND USE

HOUSING

Standards and Criteria:

The following housing criteria are determined to be appropriate to the Community:

1. New residential building contiguous to existing industrial areas should be buffered by appropriate uses of intermediate intensity or by open space.
2. New apartments should be soundproofed. New industrial buildings contiguous to existing residential areas should be buffered and soundproofed.
3. All new residential construction should be limited to a maximum of three stories or 35 feet in height. Exceptions to this policy may be considered in order to encourage the provision of senior citizen housing. However, in no event shall such a structure exceed six stories or 75 feet in height.
4. Apartments and condominiums should provide usable on-site space and recreational areas.
5. All new residential buildings contiguous to industrial development should be appropriately buffered and soundproofed.

Properties in residential zones permitting densities higher than those depicted on the Plan should be classified to zones corresponding to the designated densities. Changes of zone permitting uses differing from or intensities in excess of those proposed in this Plan should be approved only if:

- a. It can be found that there is a clear and demonstrable need.
 - b. Adequate transportation facilities and public services are available.
6. Condominium conversions of apartment structures may be permitted where the following conditions are met:
 - a. Replacement housing is available in the Venice Community of a comparable character, cost and quality and in sufficient amounts to provide for the persons displaced as a result of the conversion.
 - b. The City's standards for new condominium development are met, particularly with respect to parking, structural integrity, fire, safety, plumbing, security and safety glass.
 - c. Adequate notice is given to tenants prior to termination of tenancy, and the tenants are given exclusive right to contract for the purchase of the condominium prior to the public offering, with terms not less favorable to the tenant than those to the general public.
 - d. Where the density of the proposed conversion conforms to the density designated by the Plan map.
 7. Included in any new construction along the Grand Canal shall be a pedestrian walkway for public use.

The existing scale and character of Venice is to be maintained wherever possible. Merger of lots, even when they are sub-standard with respect to zoning, is discouraged unless the proposed new development is assured to be consistent in scale and character with surrounding development.

The proposed residential density categories and their capacities are:

Residential Density	Density-Dwelling Units Per Gross Acre*	Persons Per Gross Acre	% of Gross Resid. Acres*	% of Land	Pop. Capacity	% of Pop. Capacity
Low	3+ to 7	6 to 20	460.7	34	8,400	14
Low Medium I	7+ to 12	20 to 40	196.4	14	6,500	11
Low Medium II	12+ to 24	30 to 70	487.3	36	26,000	42
Medium	24+ to 40	50 to 100	170.5	12	12,800	20
High Medium	40+ to 60	80 to 140	58.9	4	8,000	13
TOTALS			1,374.8	100	61,700	100

* Gross Acres includes streets.

Features:

The Plan proposes that existing Low and Low-Medium density residential neighborhoods within the Community be preserved. Toward that end, one- and two-family houses should be maintained in, or upgraded to, a good condition. Conservation and renovation of existing neighborhoods are encouraged. Encroachment by incompatible or more intensive uses should be avoided.

Provision of adequate housing for low and moderate income persons is essential and is encouraged. Existing structures should be improved where feasible as an alternate to new construction. Rehabilitation and conservation programs and projects are encouraged.

The Plan proposes the establishment and maintenance of commercial and artcraft districts as a means of encouraging the local artists and artisans to continue to produce and sell their products within the Community.

The Plan proposes the preparation and adoption of a Specific Plan in the 18-acre North Beach area. This Specific Plan shall provide for a mixture of residential, commercial and artcraft uses as well as senior citizen and low income housing.

The Plan calls for restoration and rehabilitation of housing in the Oakwood, North Beach and Canal portions of the Community. The Plan discourages urban renewal programs involving large-scale land acquisition and clearance, and favors rehabilitation, restoration and conservation projects, especially those involving single-family dwellings.

The Plan encourages the consolidation of both publicly and privately owned parking areas for joint use by beach visitors and neighboring business and residents. It is suggested that there be developed several multi-story parking structures in order to avoid large unsightly or obtrusive parking lots.

The restoration of the Venice Canals is an important feature of the Plan. The Canal area should be maintained as a unique community resource providing special environmental and social benefits. Cooperation of the Canal residents and property owners with City agencies is necessary.

Improvement of the canals is necessary for health, safety and aesthetic reasons, but should not significantly change the unique social and economic characteristics of the Canal neighborhood.

The Plan proposes the preservation of existing walk streets throughout the community by maintaining existing City-owned dedications. This will preserve the existing character and public access to the beach within the community.

Open air sales may be permitted through the City's conditional use procedure (processed by the Office of Zoning Administration, Section 12.24-C.I.I). Appropriate conditions which serve to protect adjoining use and the neighborhood from any adverse effects of such a use and to help maintain the character of the community may be imposed on these projects.

COMMERCE

Standards and Criteria:

The commercial lands (not including associated parking) designated in this Plan are adequate in quantity to meet the needs of the population projected to the year 1995. The proposed commercial intensities are predicated upon substantial improvement of the transportation system. In no case shall any increase in land use intensity be effected by zone change unless it is determined that the transportation system serving the immediate and general areas of the property involved can accommodate the additional traffic generated.

Features:

The Plan proposes approximately 190 acres of commercial and related parking uses, this being approximately 10% of the total land area of the Community.

West Washington Boulevard, Windward Avenue and the beach frontage are envisioned as commercial artcraft areas intended to provide local artisans the opportunity to work, sell and live in the same location.

Neighborhood ("mom and pop") grocery stores are encouraged throughout the community at appropriate locations. These may be authorized by means of commercial zoning with conditions imposed to protect adjacent residential uses, or by zone variances.

The Plan proposes a Windward Mall Specific Plan, which would stress the unique architectural heritage of Venice.

The Plan also proposes that residential uses in commercial zones be limited to densities no greater than the highest density in adjoining residential areas, but that in no event should the density be restricted below that permitted in the Low-Medium I category, except that such higher density may be approved through the conditional use procedure.

INDUSTRY

Standards and Criteria:

Industrial lands are located on a citywide basis without regard to the boundaries of individual communities or districts under the general principle that employment opportunities should be available within a reasonable commuting distance from residential locations.

Features:

The Plan designates approximately 95 acres of land for industrial uses. Most of this land is located along Washington Boulevard and Lincoln Boulevard.

The Plan recommends that the industrial area bounded by Sunset Boulevard, Main Street, Thorton Avenue and Pacific Avenue be eventually eliminated and be redesignated to the Low-Medium II density Housing.

The boat building industry is considered a coastal-related use and is particularly suitable for the industrially designated lands in the Community. It is therefore encouraged.

On-site retail sale of products produced in industrially designated lands and in areas recommended for artwork is encouraged.

CIRCULATION

Major transportation corridors serving other parts of the Los Angeles metropolitan area cross Venice. The highways and streets of the Community must accommodate both through and local trips. To accommodate the projected trips, the circulation system should be improved as shown in the Plan. Unless such increased transportation facilities are provided, acute traffic congestion may result in some parts of Venice. The Plan acknowledges the desirability of reserving coastal highways for recreational trips. However, the Venice transportation system is a part of the urban transportation infrastructure and must function accordingly.

Adequate public transportation will become more and more essential as the Community develops.

HIGHWAYS

Standards and Criteria:

Highways and Collector Streets shown on this Plan should be developed in accordance with standards and criteria contained in the Highways and Freeways Element of the General Plan and the City's Standard Street Dimensions. Existing street dedications greater than standard street dimensions should be maintained if and where they have potential traffic, recreation, aesthetic, historical or other uses of significance to the Community.

Design characteristics which provide street identity, such as curves, changes in direction and topographical differences, should be emphasized by landscaping or other appropriate features. Streets and highways should be designed and improved to be in harmony with adjacent development and to facilitate driver and passenger orientation.

The full residential, commercial and industrial densities and intensities proposed in the Plan are predicated upon the eventual development of appropriate transportation facilities. No increase in permitted density should be effected by approval of zone changes, subdivisions or other planning actions unless it is assured that the Local Streets and Major and Secondary Highways serving, and in the area of, the property involved are, or will be made, adequate to accommodate the additional traffic which will be generated by the development permitted by such action.

Features:

The Plan incorporates and amends the Highways and Freeways Element of the Los Angeles City General Plan.

PUBLIC TRANSPORTATION

The Plan proposes improvements in bus service, including the development of a park-and-ride facility in the median of Venice Boulevard at Pacific Avenue as a means of serving the mass transit needs of the community and providing an alternative to

excessive use of coastal highways. Public bus service to meet recreational needs is of prime importance and is encouraged. Further, the development of energy-conserving and non-air polluting transportation forms is encouraged.

The Plan provides for the elimination of the existing RTD bus parking lot. The vacated site should be converted to a coastal-related use, preferably parking.

The Plan encourages the use of shuttle vehicles from remote parking areas to the beach and improved bus service within and to the Community and along the coast.

BIKEWAYS

This Plan incorporates and amends the City's Bicycle Plan. Route locations shown on the Plan Map are intended to be general and are corridors rather than exact locations.

SCENIC HIGHWAYS

Venice Boulevard and Washington Boulevard/Main Street are designated as scenic highways. More streets within the Venice Community could be designated as scenic highways, to protect and enhance the ocean views, marina views and the historical areas of Old Venice.

PARKING

Properties designated for Low-Medium II Housing uses lying westerly of Speedway and northerly of Washington Street may also be used for parking as an alternative use when authorized by the Zoning Administrator under the Conditional Use provisions of the Planning and Zoning Code.

SERVICE SYSTEMS

Standards and Criteria:

The public facilities shown on this Plan are to be developed in substantial conformance with standards for need, site area, design and general location expressed in the Service Systems Element of the General Plan. (See individual facility plans for specific standards.) Such development shall be sequenced and timed to provide a workable, efficient and adequate balance between land use and service facilities.

Regional, Community and Neighborhood Park designations are based on need rather than specific standards. Mini-parks are proposed in certain neighborhoods where larger sites are deemed not practical.

The full residential, commercial and industrial densities and intensities proposed by the Plan are predicated upon substantial compliance with the standards contained in the Service Systems Element. No increase in density shall be effected through zoning unless it is determined that Service Systems facilities are adequate to serve the proposed development.

Features:

Vacant City-owned property in Venice is a resource which should be made available, where needed, for recreation and other public service facilities.

To promote achievement of the goals of the California Coastal Act of 1976, the Plan encourages:

1. The protection of estuaries and wetlands and the restoration and protection of the Venice Canals;
2. The protection and enhancement of Venice Beach for public recreational use; and
3. The development of commercial recreation areas and facilities that promote public use in preference to other types of development.

The Plan recognizes the need for a view park in the vicinity of the main entrance of Marina del Rey and additional beach parking on the Peninsula. View parks, with parking to the rear, should also be considered on some of the City-owned lots on the canals.

The Plan proposes dual use of existing school facilities for recreation for the general public after hours and on weekends. School grounds and other public facilities should be landscaped to provide additional visual amenities to the Community.

The Venice Library should be relocated in the area north of Venice Boulevard in a larger facility which is more easily accessible to residents.

A wide range of coordinated social services by both public and private agencies is encouraged. Wherever possible, social and welfare facilities should be located together in multi-purpose community centers. All services should be as integrated and simple as possible from the user's point of view, and accessibility to services should be improved.

Adequate access, as defined in the Fire Protection Element of the General Plan, for emergency vehicles should be provided in the areas with walk-streets and narrow alleys and in the canal area.

The Plan encourages:

1. Employment services - better information dissemination to the unemployed of all available short and long-range job opportunities, and provision of aptitude and counseling services;
2. Medical services - continued development of comprehensive health facilities employing the most effective equipment, techniques and personnel available; and
3. Child-care services - development of additional day-care centers for working parents and single heads of households.

The development of other public facilities, such as fire stations, libraries and schools, should be sequenced to provide a balance between land use and public services.

Where possible, new power lines should be placed underground, and the program for undergrounding of existing lines should be continued and expand where feasible.

The Venice Beach is a major feature of the Community. It should be protected from erosion, development and deposit of waste; be provided with appropriate recreational facilities; be made conveniently accessible to both local residents and beach visitors from other areas; and be fully integrated with development of the Community.

There should be no further construction on the beach other than normal recreational and accessory facilities such as playground equipment and rest rooms, bikeways and walkways.

PROGRAMS

These programs establish a framework for guiding development of the Venice Community in accordance with the objectives of the Plan. In general, they include those private and public actions which should take place during the initial five years following adoption of the Plan. The described actions will require the use of a variety of implementation methods. These programs are an integral part of the Plan and can be considered as further delineating the intent and purpose of the Plan.

I. PUBLIC IMPROVEMENTS

A. Circulation

To facilitate local traffic circulation, relieve congestion, and provide mobility for all citizens, the following actions are suggested:

1. Continued development of the highway and street system in conformance with this Plan.
2. Continued planning of improvements to the public transportation system for the Community, including:
 - a. A senior citizen-handicapped supplemental community transportation service;
 - b. A park-and-ride station in the median of Venice Boulevard near its west end; and
 - c. The reestablishment of a beach tram system.
3. Strong efforts to complete the system of Bicycle Trails outlined in the City's Bicycle Plan.
4. The establishment of double left-turn lanes on northbound Lincoln Boulevard at Washington Boulevard.

B. Housing

The quality of housing in the Community is in need of selective improvement. To maintain good quality housing and upgrade deteriorating housing, the following actions should be considered:

1. Provision of low-interest loans or grants for home improvements.
2. Federal rehabilitation programs, such as mortgage insurance and interest subsidies.
3. Continued enforcement of Building Code limitations on the number of people who may live in a given floor space or number of rooms on a complaint and referral basis only.
4. Establishment of a housing assistance agency to maintain records and disseminate information on availability of rentals, make recommendations on housing in the Community to appropriate City agencies, and to provide relocation assistance.
5. Setting aside a percentage of new private multi-unit housing for low income and elderly people.
6. Changes in tax laws and practices, to provide incentives for improved property maintenance.
7. Establishing a program for the development of low and moderate income housing on vacant City-owned parcels not needed for recreational or parking purposes.
8. Sponsoring laws benefiting the elderly, including:
 - a. Providing property tax relief for rental properties occupied by senior citizens;
 - b. Developing housing for the elderly on City-owned vacant land located close to existing concentrations of the aged and where little or no private land is available;
 - c. Rehabilitating old hotels and apartment buildings to qualify them for rent subsidies through the Los Angeles Housing Authority; and
 - d. Providing incentives in the Zoning Code and/or Specific Plans for the provision of senior citizen housing.
9. Amendment of the Commercial Arctcraft District to better meet the needs of the Community and eliminate undesirable uses.

C. Commerce

A Zone Code study should be undertaken to determine the feasibility of an ordinance restricting residential uses in commercial zones to a density no greater than the planned density of the highest adjoining residential area as indicated in this Plan.

A Zone Code study should be undertaken to determine the feasibility of allowing secondhand and antique sales in the C1 Zone.

A planning study should be undertaken to determine the feasibility of a Windward Mall commercial development which would stress the unique architecture of the area.

D. Recreation

The Recreation and Parks Department should initiate a review of existing services and facilities in the area and make needed modifications.

Where feasible, acquisition, expansion and improvement of needed local parks and facilities throughout the Community should be accelerated.

The City should urge continuing efforts by County, State and Federal agencies to acquire vacant land for public open space.

School playgrounds should be fully utilized for their recreational values. Abandoned railroad rights-of-way should be utilized for public purposes, such as linear parks and bikeways, together with circulation uses where appropriate.

The Beach Bikeway Program should be completed south of Washington Street.

E. Other Public Facilities

The development of other public facilities, such as fire stations, libraries and schools, should be sequenced and timed to provide a balance between land use and public services.

Where possible, new power lines should be placed under ground, and the program for undergrounding of existing lines should be continued and expanded where feasible.

Child care and nursery school services should be encouraged at appropriate elementary schools.

The Venice Library should be expanded in a new structure more accessible to the entire Community.

II. PRIVATE PARTICIPATION

Citizen groups are encouraged to undertake private actions for Community improvements, such as:

- A. Initiation by property owners and merchants of programs to increase off-street parking facilities serving adjacent shopping areas.
- B. Promoting street tree planting programs.
- C. Sponsoring clean-up and beautification programs to improve the general environment.
- D. Developing and maintaining small parks.

III. PLANNING LEGISLATION

Planning provisions of the Municipal Code and other legislation are continually being revised and amended. The following studies for amendments are suggested to aid in implementation of the Plan:

- A. **Signs:** Strengthen billboard and other commercial sign control in the Coastal Zone.
- B. **Noise:** Develop regional planning agreements to reduce noise incompatibility across city boundaries, chiefly from adjacent airports. Investigate all legal methods for enforcing noise standards for airports whose operations adversely affect the Venice Community.
- C. **Open Space Tax Relief:** Include in the City's Annual Legislative Program a proposal for tax relief for privately owned lands planned for conservation and open space uses.

IV. ZONING ACTIONS

Zoning is the primary legal tool by which the development of private property can be directed toward the implementation of the Plan. Two distinct situations are involved:

- A. It is the intent of the City to initiate redesignation to zones appropriate to the Plan.
- B. Property owners, under the procedures established by the Los Angeles City Charter and the Los Angeles Municipal Code, may apply for a change of zone.

V. FUTURE STUDIES

Planning studies for each of the following areas are needed:

- A. A Zone Code study to amend the CA Commercial Artcraft district to investigate the feasibility of eliminating detrimental uses.
- B. A planning study of the feasibility of the proposed Windward Mall commercial development stressing the unique architectural heritage of Venice. This study should consider housing for low-income and elderly people, neighborhood recreational facilities, utilization of vacant lands, rehabilitation of housing, parking facilities, and other concerns unique to this area.
- C. Specific Plans should be prepared encompassing the entire area that lies within the Coastal Zone, to insure conformity of future development with the spirit and intent of the policies contained in the California Coastal Act of 1976. Where the land use designations and policies of this Plan conflict with the Coastal Act, the Policies of the Coastal Act contained in the Specific Plans prepared under this mandate shall supersede.

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C. Specific Plan

D. Specific Plan

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280MISC(032395)

Part 1

COASTAL TRANSPORTATION CORRIDOR SPECIFIC PLAN Ordinance No. 168,999 Effective September 22, 1993

SUMMARY OF PROVISIONS

Purpose

The purpose of the Specific Plan is to mitigate transportation impacts generated by new commercial and industrial development and to provide a mechanism to fund specific transportation improvements due to transportation impacts generated by new development.

Affected Projects

- ° Any construction, addition, conversion, change of use, or use of land on a lot in the C, M, or P Zones which requires the issuance of a building, grading or foundation permit and which results in an increase in the number of trips as determined by DOT.
- ° Exemptions include single-family dwellings and demolition projects and electrical, plumbing, mechanical, facia, sign installations and earthquake-related modifications.

Transportation Mitigation

- ° For projects generating 42 or fewer trips, the applicant shall make dedications/improvements and pay the Transportation Impact Assessment (TIA) fee.
- ° For projects generating 43 or more trips, the applicant shall make dedications/improvements and pay TIA fee. Applicant shall provide a Traffic Mitigation Plan (TMP) when the traffic assessment finds a significant transportation impact.
- ° For projects generating more than 100 trips, the applicant shall submit a Transportation Demand Management (TDM) program.
- ° For projects generating 500 or more trips and for projects proposing more than one phase, the applicant shall submit a proposed phasing program. Department of Airport projects within Airport Corridor Area are exempt from phasing program regulations.
- ° Mitigation measures may include:
 - Street widenings and dedications
 - Construction of off-site improvements
 - Traffic signal system improvements
 - Transportation demand management measures
 - Implementation of transit improvements
 - Payment of TIA fee and
 - Land dedications
- ° Covenant and agreement is required for the transportation mitigation measures required by the approved TMP and to acknowledge contents and limitations of the Specific Plan.

Transportation Demand Management (TDM) Programs

TDM program may include:

- Direct financial incentives for ridesharing
- Establishment of carpool, buspool, or vanpool programs
- Subsidization of carpools or use of public transit
- Employee use of company vehicles for ridesharing
- Preferential parking for vehicles used for ridesharing
- Compressed work weeks
- Flexible work hours
- Telecommuting or work at home

Covenant and agreement is required to submit a TDM program within five years of issuance of certificate of occupancy.

Transportation Impact Assessment (TIA) Fee

- ° Where required, the TIA fee shall be paid or guaranteed before issuance of building permit.
- ° TIA fee shall be paid in full or by a 10% deposit with balance to be paid prior to the issuance of a building permit or in 120 monthly installments.
- ° $\text{Fee} = \text{Number of Trips Generated} \times \text{Trip Cost Factor}$
- ° Trip cost factor is \$5,690/trip (1993). The factor is to be indexed annually.
- ° TIA fee shall be used to fund implementation of the transportation improvements listed in Appendix B of the Specific Plan.
- ° Projects exempt from the TIA fee include local serving uses and freestanding commercial or medical office projects of less than 20,000 square feet.

Credits from the TIA Fee

- ° Trip credits for previous land use are based upon length of time previous use was in place.
- ° In-lieu credit against the TIA fee shall be given for all or portions of:
 1. Regional and subregional transportation and transit improvements;
 2. Land dedications for larger transportation improvement or facility; and
 3. TDM programs which have demonstrated effectiveness within 5 years of issuance of certificate of occupancy.
- ° In-lieu credit may also be granted, by the City Council, for a project that contributes to a more balanced job/housing ratio in the Specific Plan area through provision of dwelling units otherwise unsubsidized by any public agency.

Phased Project

- A project which generates 500 or more trips or proposes more than one phase shall submit an application proposing a phasing program. The phasing program shall be reviewed by the Department of Transportation and the Department of Planning.
- A covenant and agreement is required to comply with phasing program provisions.

Public Pedestrian Facilities

- A project shall dedicate the right-of-way needed for construction and access to public pedestrian bridges as shown on the applicable community plans, and conform to the design standards set forth by the City Engineer.

Appeals

- A determination made by the Department of Transportation may be appealed to the General Manager of Department of Transportation.
- A determination on a phasing program or public pedestrian facility may be appealed to the City Planning Commission.
- A determination made by the General Manager of the Department of Transportation or the City Planning Commission may be appealed to the City Council.

Violations

- A violation of the Specific Plan is a misdemeanor.

280CTC1(111094)

Part 2

COASTAL TRANSPORTATION CORRIDOR SPECIFIC PLAN
Ordinance No. 168,999
Effective September 22, 1993

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Part 3

COASTAL TRANSPORTATION CORRIDOR SPECIFIC PLAN
Ordinance No. 168,999
Effective September 22, 1993

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Mitigation	Applicant to make highway dedications and improvements. DOT to provide traffic assessment for projects generating 43 or more trips and if traffic assessment determines impacts, applicant to provide a TMP.	5D
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	Additional in-lieu credit to be given to a project that contributes to a more balanced jobs/housing ratio.	
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Part 4

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Ordinance No. 168,999
Effective September 22, 1993

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COASTAL TRANSPORTATION CORRIDOR SPECIFIC PLAN
Ordinance No. 168,999
Effective September 22, 1993

An ordinance repealing Ordinance No. 160,394 and establishing the Los Angeles Coastal Transportation Corridor Specific Plan for the area of the Westchester-Playa Del Rey Community Plan, the Palms-Mar Vista-Del Rey Community Plan, the Venice Community Plan and the Los Angeles International Airport Interim Plan.

THE PEOPLE OF THE CITY OF LOS ANGELES
DO ORDAIN AS FOLLOWS:

Section 1. REPEAL OF THE 1985 COASTAL TRANSPORTATION CORRIDOR SPECIFIC PLAN, ORDINANCE NO. 160,394.

Ordinance No. 160,394 is hereby repealed.

Section 2. ESTABLISHMENT OF COASTAL TRANSPORTATION CORRIDOR SPECIFIC PLAN.

A. Purpose.

The Coastal Transportation Corridor Specific Plan is intended to:

1. Provide a mechanism to fund specific transportation improvements due to transportation impacts generated by the projected new commercial and industrial development within the corridor; and
2. Establish the Coastal Transportation Corridor Impact Assessment Fee process for new development in the C, M and P Zones and for development on property owned by the Department of Airports; and
3. Regulate the phased development of land uses, insofar as the transportation infrastructure can accommodate such uses; and
4. Establish a Coastal Transportation Corridor infrastructure implementation process; and
5. Promote or increase work-related ridesharing and bicycling to reduce peak-hour Trips and to keep critical intersections from severe overload; and
6. Avoid Peak Hour Level of Service (LOS) on streets and interchanges from reaching LOS F or, if presently at LOS F, preclude further deterioration in the Level of Service; and
7. Promote the development of coordinated and comprehensive transportation plans and programs with other jurisdictions and public agencies; and

8. Reduce commute Trips by encouraging the development of affordable housing at or near job site; and
9. Ensure that the public transportation facilities that will be constructed with funds generated by the Specific Plan will significantly benefit the contributor; and
10. Encourage Caltrans to widen the San Diego Freeway for high-occupancy vehicle lanes.

B. Specific Plan Area. The Specific Plan Area consists of an area, as shown on the Specific Plan Map, which includes all or parts of the Westchester-Playa Del Rey Community Plan Area, the Palms-Mar Vista-Del Rey Community Plan Area, the Venice Community Plan Area and the Los Angeles International Airport Interim Plan Area, generally bounded by the City of Santa Monica on the north, Imperial Highway on the south, San Diego Freeway on the east, and the Pacific Ocean on the west.

C. Airport Corridor Area. The Los Angeles International Airport Corridor Area consists of an area as shown on the Specific Plan Map, generally bounded by Manchester Avenue to the north, Imperial Highway to the south, City of Los Angeles boundary line to the east and Vista Del Mar to the west.

Section 3. RELATIONSHIP TO PROVISIONS OF THE LOS ANGELES MUNICIPAL CODE.

- A. The regulations of this Specific Plan are in addition to those set forth in the planning and zoning provisions of Los Angeles Municipal Code (LAMC) Chapter 1, as amended, and any other relevant ordinances, and do not convey any rights not otherwise granted under the provisions and procedures contained in that Chapter or other ordinances, except as specifically provided herein.
- B. The procedures for the granting of exceptions to the requirements of this Specific Plan are set forth in LAMC Section 11.5.7 D. In approving an exception to this Specific Plan, pursuant to Section 11.5.7 D, the City Planning Commission and the City Council on appeal may simultaneously approve any conditional use under their jurisdiction. Only one fee shall be required for joint applications.

Section 4. DEFINITIONS.

Whenever the following terms are used in this Specific Plan, they shall be construed as defined in this Section. Words and phrases not defined herein shall be construed as defined in LAMC Section 12.03, if defined therein.

Adjacent Intersection. Any intersection which is within a one mile radius from any lot line of the Project or which affects or is affected by a Project, as determined by the Department of Transportation.

Air Transportation Purposes. Aviation-related activities and facilities, including aircraft operations, whether commercial or noncommercial; aircraft maintenance facilities; air cargo facilities; airport operation facilities, including terminals; and other passenger-related facilities, excluding Governmental or Public Facilities. Hotels, motels, commercial retail restaurants and bar uses, housing, car rental facilities, commercial offices, research and development uses and industrial parks are not considered Air Transportation Purposes.

Applicant. Any person, as defined in LAMC Section 11.01, submitting an application for a building, a grading or a foundation permit for a Project.

Average Vehicle Ridership (AVR). The number derived by dividing the employee population at a given worksite that reports to work weekdays between 6 a.m. and 10 a.m. by the number of vehicles driven by these employees commuting from home to the worksite during these hours. AVR may be calculated using weekly or biweekly averaging periods. The applicable employee population is multiplied by the number of weekdays in the selected averaging period, then divided by the total number of vehicles driven by these employees to the worksite during the same period. Vehicles counted shall exclude bicycles, transit vehicles, buses serving multiple worksites, and cars stopping on route to other worksites.

Carpool. Two or more persons travelling together in a single vehicle.

City Building Cost Index. An index for tracking inflation in building costs for the Los Angeles Metropolitan Area, published by Marshall and Swift. If for any reason this index ceases to be published, then a similar building cost index shall be utilized as determined by the Department of Transportation.

Convenience Market. A retail store which has a floor area less than 5,000 square feet and which sells an assortment of packaged food and small, non-food carry-out items.

Dwelling Unit, Low Income. A Dwelling Unit which is rented or sold to and occupied by persons or families whose annual income does not exceed 80 percent of the median annual income for persons or families residing in the Los Angeles Metropolitan Area. Median income shall be established from periodic publications of the United States Department of Housing and Urban Development, as determined by the Housing Department or its successor or assignee.

Dwelling Unit, Moderate Income. A Dwelling Unit which is rented or sold to and occupied by persons or families whose annual income is up to 120 percent of the median annual income for persons or families residing in the Los Angeles Metropolitan Area. Median income shall be established from periodic publications of the United States Department of Housing and Urban Development, as determined by the Housing Department or its successor or assignee.

Dwelling Unit, Very Low Income. A Dwelling Unit which is rented or sold to and occupied by persons or families whose annual income does not exceed 50 percent of the median annual income for persons or families residing in the Los Angeles

Metropolitan Area. Median income shall be established from periodic publications of the United States Department of Housing and Urban Development, as determined by the Housing Department or its successor or assignee.

Governmental or Public Facilities. Capital improvements and/or buildings or structures primarily used for the operation of City, County, State or Federal governments including, but not limited to, police and fire stations, government offices, government equipment yards, sanitation facilities, schools, parks, Federal Aviation Authority or Department of Airports administrative facilities, and similar facilities in or through which general government operations are conducted. Private commercial or industrial activities pursuant to lease agreements on public lands shall not be considered Governmental or Public Facilities.

In-Lieu Credit. A credit toward payment of the Transportation Impact Assessment Fee, pursuant to the provisions of Section 7 of this Ordinance.

Larger Transportation Improvement. A transportation improvement which is in excess of major highway standards.

Level of Service. The operational characteristics of an intersection based on the delay being experienced by vehicles passing through an intersection in the peak hour, calculated using a ratio of its traffic volume (V) and its intersection traffic capacity (C) and based on intersection geometrics, peak-hour volumes, turning movements and signal phasing. Level of Service varies from A to F, with A representing free-flow, uncongested conditions and F representing traffic jam conditions. Level D is the level commonly experienced in urban areas during peak hours where drivers occasionally must wait through more than one signal cycle to proceed through the intersection. Level E is generally considered at capacity.

Local Serving Uses. Land uses which serve a local community, generate Trips of 3 miles or less and which do not substantially affect the regional or subregional transportation infrastructure as determined by the Department of Transportation. These uses are referenced by an asterisk in the Trip Table in Appendix A.

Peak Hour. The single hour of the highest volume of traffic passing the Project on adjacent streets.

Pedestrian Bridge. A grade-separated public pedestrian way over a public street, as shown on the map for the Los Angeles International Airport Interim Plan, the Palms-Mar Vista-Del Rey Community Plan, the Venice Community Plan or the Westchester-Playa Del Rey Community Plan, whichever is applicable.

Phasing Program. A schedule which is applicable to any Project for the purpose of determining the timing of construction of a Project and the construction of related transportation improvements.

Project. Any construction, addition, conversion, change of use, or use of land on a lot in the C, M, or P Zones which requires the issuance of a building, grading or foundation permit and which results in an increase in the number of Trips as determined by the Department of Transportation. Off-site

parking areas which serve a Project shall be considered a part of the Project.

Project Serving Improvements. Those streets, roads, traffic lanes, driveways and transit facilities or portions of those facilities which are adjacent to a Project or which provide access to a Project or circulation within a Project. Project Serving Improvements include all curbs and gutters, sidewalks, trees, landscaping, street lights, traffic signals, traffic lanes or any other traffic control devices in the public right of way and adjacent to the Project.

Regional or Subregional Transportation Improvements. A transportation or transit improvement (excluding maintenance and Project Serving Improvements), or portion thereof, which is listed in Appendix B or Appendix C of this Specific Plan, or a highway within the Specific Plan area designated on the City's Master Plan of Highways and Freeways as a secondary highway or higher classification.

Shopping Center. A building or group of buildings on a lot or lots which has 5,000 or more square feet of floor area devoted to commercial retail use(s) in such building or group of buildings.

Significant Transportation Impact. The transportation impact, measured either as an increase in volume/capacity (V/C) ratio at an intersection; an impact on streets between intersections; or an increase in the number of average daily vehicles on a local residential street, as determined by the Department of Transportation.

1. A transportation impact on an intersection shall be deemed "significant" in accordance with the following table and formula:

Significant Transportation Impact

Final (V/C)	Project-Related Increase In (V/C)
0.00 - 0.79	equal to or greater than 0.04
0.80 - 0.89	equal to or greater than 0.02
0.9 or greater	equal to or greater than 0.01

For purposes of this calculation, final V/C shall mean the V/C ratio at an intersection considering impacts with a Project and without proposed Traffic Impact Mitigation.

2. A transportation impact on a local residential street shall be deemed significant if the average daily traffic (ADT) volumes are projected to exceed 1,000 vehicles per day and the change in traffic volumes due to Project-related traffic represents an increase of 12.5 percent or more of the average daily traffic volumes.

Specific Plan Area. The area as shown in the Specific Plan Map.

Super Major Highway. A major highway designed for eight through traffic lanes and/or a transit lane. Land dedications for a Super Major Highway may include both fee dedications and right-of-way easements.

Supermarket. A retail store which has a floor area equal to or greater than 5,000 square feet and which sells an assortment of foods as well as items for food preparation, household cleaning and personal care.

Traffic Assessment. A written determination by the Department of Transportation as to the likely traffic impacts resulting from a Project considering an estimate of Project-generated Trips, ambient traffic growth, related developments and current traffic volumes and Levels of Service at Adjacent Intersections.

Traffic Impact Mitigation. The implementation of physical improvements which would reduce Significant Transportation Impacts to levels of insignificance at Adjacent Intersections and streets between intersections to the extent feasible, as determined by the Department of Transportation.

Traffic Mitigation Plan (TMP). A document submitted by the Applicant indicating proposed street improvements, Transportation Demand Management (TDM) measures and appropriate monitoring mechanisms, and/or other transportation improvements which will be implemented by the Applicant to mitigate traffic impacts of the Project.

Transit Facility. Stations and their support facilities, including rights-of-way for the facility, for transportation by means other than single-occupancy vehicles. Land dedications for a Transit Facility may include both fee dedications and right-of way easements.

Transportation Coordinator. A full or part time paid employee of, or a contracted service for, an individual Project, or an employer organization whose function is to promote Carpools and Vanpools and TDM programs. The Coordinator shall have a permanent mailing address, daytime telephone and office within a two-mile radius of the Project.

Transportation Demand Management (TDM). A program for a Project promoting rideshare and transit use to reduce Project-related Trips, to be provided by an Applicant or owner, lessee or assignee of an Applicant.

Transportation Impact Assessment (TIA) Fee. The monies required to be paid to the Coastal Transportation Corridor Fund by an Applicant for a Project, pursuant to the terms of this Specific Plan.

Trip. An arrival at or a departure from a Project by a motor vehicle during the p.m. peak hours. The number of Trips generated by a Project shall be calculated using the Trip generation formulas in Appendix A.

Trip Cost Factor. The pro rata cost of public improvements funded by a single Trip.

Vanpool. Seven to twelve persons travelling together in a single vehicle.

V/C Ratio. The ratio of traffic volume (V) to intersection capacity (C) at an intersection.

Section 5. TRANSPORTATION MITIGATION STANDARDS AND PROCEDURES.

A. Prohibition.

1. No building, grading or foundation permit for a Project shall be issued until the Department of Transportation and the City Engineer have certified completion of mitigation measures required by this Section, or that their completion has been guaranteed to the satisfaction of these departments.
2. Exemptions. The following are exempted from the requirements of this Section:
 - a. Single-family dwelling Projects.
 - b. Demolition Projects.
 - c. Electrical, plumbing, mechanical, facia, sign installations and earthquake-related modifications on any lot.

B. Covenant and Agreement.

1. Prior to the issuance of a building, grading or foundation permit for any Project within the Specific Plan Area, the owner(s) of the property shall covenant and agree to complete, prior to the issuance of any certificate of occupancy, the transportation mitigation measures required pursuant to the Transportation Mitigation Plan approved by the Department of Transportation, or City Council on appeal. The covenant shall also include a declaration, in writing, that the owner acknowledges the contents and limitations of this Specific Plan.
2. All Covenants and Agreements referred to herein shall be effective upon recordation, shall run with the land and shall be binding upon any future owners, successors, heirs or assigns of the Applicant.

C. Review of Transportation Impacts.

1. Project Trip Generation Calculations.
 - a. The Department of Transportation shall calculate Trips based on Appendix A. The City Council, acting by resolution, may revise these formulas, based upon updated reports submitted by the Department of Transportation and after review and recommendation by the City Planning Commission. The City Planning Commission shall act within 30 days after receipt of the updated reports submitted by the Department of Transportation.
 - b. The Department of Transportation shall establish the number of Trips for a Project. When a Project includes a use not listed in Appendix A or more than one use, then the Department shall use reasonable methods to establish the appropriate number of Trips for that use.

c. The Department of Transportation shall grant a 100 percent Trip credit to a Project from the Trips generated by the existing use, if the existing use has been in place for at least one year continuously during the four years immediately preceding the application for a building permit. A 50 percent Trip credit from the Trips generated by the existing use shall be allowed if the use has been in place for at least 6 months continuously during the same four year period.

2. Prior to the issuance of any building, grading or foundation permit, the Department of Transportation shall determine that the Applicant has submitted the application and paid the fee as follows:

a. Project Application Form: Submit a Project description on an application form to the Department of Transportation for review of the number of Trips to be generated by the Project and a determination regarding Significant Traffic Impacts of the Project during a.m. and p.m. Peak Hours.

b. Application Fee: Pay the following application processing fee based on the size and nature of the Project:

Application Fee	
Number of Trips	Filing Fee
Projects with 42 or fewer Trips: Traffic Assessment <u>not</u> required	
Applicable street dedication/ improvement and TIA Fee are not required.	\$200
Applicable street dedication/ improvement or TIA Fee are required.	\$400
Projects with 43 or more Trips: Traffic Assessment required	
Traffic Assessment required upon application; applicable street dedication/improvement or TIA Fee may be required.	\$500
Traffic Assessment indicates significant impacts; design and review of mitigation measures required; applicable street dedication/improvement and/or TIA Fee may be required.	\$2,100 plus \$50 for every 1,000 sq. ft. of floor area not to exceed a total of \$25,000

D. Mitigation of Transportation Impacts.

Prior to the issuance of any building, grading or foundation permit, the Project shall comply with the appropriate criteria below:

1. **42 or fewer Trips:** An Applicant for a Project which generates 42 or fewer Trips, as calculated by the Department of Transportation, shall make the highway dedications and complete the improvements as required by the Department of Transportation pursuant to Section 5F below or guarantee them pursuant to the Department of Public Works' B-Permit procedures.
2. **43 or more Trips:** An Applicant for a Project which generates 43 or more Trips, as calculated by the Department of Transportation, shall make the highway dedications and shall complete the improvements as required by the Department of Transportation pursuant to Section 5F below or guarantee them pursuant to the Department of Public Works' B-Permit procedures.

The Department of Transportation shall provide a Traffic Assessment of a Project with fewer than 500 Trips to the Applicant within 30 working days from the date the Applicant submits a description of the Project to the Department of Transportation for review. For a Project with 500 or more Trips, the Traffic Assessment shall be provided within 60 working days. If the Department of Transportation does not provide the Traffic Assessment within the time prescribed, the Applicant's Traffic Assessment shall be deemed approved, unless the Applicant and the Department agree in writing to extend the time period.

If the Traffic Assessment finds that there will be a Significant Transportation Impact caused by the Project, the Applicant shall provide a Traffic Mitigation Plan (TMP) prepared to the standards and guidelines of the Department of Transportation proposing mitigation measures to be implemented by the Applicant to reduce Significant Transportation Impacts at intersections and streets identified in the Traffic Assessment in accordance with the mitigation measures set forth in the environmental clearance for the Project. The TMP shall be prepared in accordance with guidelines of the Department of Transportation and shall be accompanied by appropriate maps, graphics, and drawings to reflect clearly the impact of the Project and the feasibility and ability of the proposed mitigation measures to reduce any Significant Transportation Impact.

3. The Department of Transportation shall require that mitigation measures be undertaken or guaranteed to reduce the transportation impacts of a Project. The mitigation measures may include but are not limited to the following:
 - a. Street widenings and dedications;
 - b. Construction of off-site improvements;

- c. Traffic signal system improvements;
- d. Transportation Demand Management measures such as ridesharing and Vanpool programs, shuttle buses, staggered work hours and employee incentive programs that encourage Carpool and Vanpool usages as described in Subsection G;
- e. Implementation of transit improvements;
- f. Payment of the Transportation Impact Assessment Fee pursuant to Section 6 of this Specific Plan; and
- g. Land dedications.

E. Guarantee of Mitigation Measures.

Prior to the issuance of any building, grading or foundation permit, the Applicant shall do the following:

1. Guarantee the proposed mitigation measures required pursuant to Section 5D of this Specific Plan, as agreed upon by the Department of Transportation. The guarantees may consist of one or more of the following: bonds for B-Permits on City streets, Encroachment Permits for State Highways or cash payments for ATSAC improvements.
2. Sign and record a Covenant and Agreement pursuant to Section 5B of this Specific Plan.
3. Comply with Section 6 of this Specific Plan.

F. Land Dedications and Improvements.

Notwithstanding LAMC Section 12.37 to the contrary, no building, grading or foundation permit shall be issued for a Project until land is dedicated and improved as may be required by the Highways and Freeways Element of the General Plan to the satisfaction of the City Engineer and the Department of Transportation.

G. Transportation Demand Management Programs.

1. **Covenant.** Prior to the issuance of any building, grading or foundation permit for a Project which generates more than 100 Trips, the Applicant shall execute a Covenant with the City to submit a TDM program satisfactory to the Department of Transportation.
2. **Requirements of the Covenant.** The Covenant shall:
 - a. Provide that the TDM program be implemented within five years after the issuance of any certificate of occupancy;
 - b. Provide that the TDM program shall be designed to reduce Trips to achieve 1.5 Average Vehicle Ridership (AVR) as determined by the Department of Transportation;

- c. Provide for a Transportation Coordinator; and
 - d. Include provisions for monitoring the TDM program.
3. **Requirements for TDM Programs.** A TDM program may include, but is not limited to, the following:
- a. Direct financial incentives for ridesharing;
 - b. Establishment of Carpool, buspool, or Vanpool programs;
 - c. Partial or full subsidization of parking for ridesharing employees;
 - d. Full or partial subsidization of Carpools, Vanpools, buspools, shuttles, or use of public transit;
 - e. Provisions of an allowance for employees to utilize company-owned fleet vehicles for ridesharing purposes;
 - f. Preferential parking for vehicles used for ridesharing;
 - g. Facility improvements which provide preferential access and/or egress for ridesharing employees;
 - h. Facility improvements to encourage use of bicycles (showers, bike racks, etc.);
 - i. Active use of a computerized rideshare matching service such as Commuter Computer or Orange County Transit District Commuter Ridesharing Matching Services, or an effective in-house rideshare matching service;
 - j. Compressed work weeks such as a 4/40 or 9/80 work schedule where employees work 40 hours in fewer than five days in one week or 80 hours in fewer than ten days in two weeks;
 - k. Flexible work hours that facilitate employee ridesharing;
 - l. Telecommuting or work at home;
 - m. Provisions for the construction and/or placement of a transit waiting shelter, bus shelter, transit stop or bus stop at the public right-of-way on established transit routes adjacent to the Project, including the granting of any easement necessary to accommodate the shelter;
 - n. Provisions for bus or transit turnouts along a bus, tram or transit route; and
 - o. Before or after work programs, such as meal, exercise, educational, entertainment, and rest facilities.

4. **Compliance with the TDM Program.**

- a. Projects shall achieve the objectives of the Trip reduction program within five years after the issuance of any certificate of occupancy. Multi-phase Projects shall achieve the objectives of the Trip reduction program for each phase within three years after the issuance of any certificate of occupancy for that phase. The permitted floor area for the final phase of the Project shall be dependent upon a demonstration that earlier phased TDM programs have achieved the Trip reduction goals.
- b. An Applicant may perform the TDM programs through tenants or lessees in the Project. However, agreements that tenants or lessees will perform the TDM program shall not relieve the Applicant or its successors of the duty to perform or require performance.
- c. Upon written certification of the Department of Transportation, a TDM program or portion thereof may be determined not necessary.

5. **TDM Performance Reports.**

The Applicant or successors shall submit an annual status report on the TDM program to the Department of Transportation beginning a year after the issuance of any certificate of occupancy. The report shall be prepared in the form and format designated by the Department of Transportation, which must either approve or disapprove the program within 60 days.

The TDM performance reports shall focus on ridesharing and Trip reduction incentives offered by the Project and shall include the following:

- a. Estimates of AVR levels attained;
- b. Verification that the plan incentives have been offered;
- c. Description of incentives offered by employers;
- d. Evaluation of why the plan did or did not work, and an explanation of why the revised plan is likely to achieve the AVR target levels; and
- e. List of additional incentives which can reasonably be expected to correct deficiencies.

Section 6. TRANSPORTATION IMPACT ASSESSMENT FEE.

A. Establishment of Transportation Impact Assessment (TIA) Fee.

- 1. Prior to the issuance of any building, grading or foundation permit, an Applicant shall pay or guarantee a Transportation Impact Assessment (TIA) Fee to the Department of Transportation. The TIA Fee shall be for

the purpose of funding the transportation improvements listed in Appendix B of this Specific Plan, including any revisions made to the Appendix pursuant to Section 6E2 below.

2. The Fee shall be paid or guaranteed before a building permit is issued for a Project or each phase of a multi-phased Project approved under the provisions of Section 9 of this Specific Plan. Any guarantee of payment of the Fee shall be by cash or letter of credit from an accredited bank pursuant to guidelines established by the Department of Transportation.

B. Fee Payment Procedures.

Prior to the issuance of a building permit for a Project, the Applicant, at its option, shall:

1. Pay the Transportation Impact Assessment Fee in cash; or
2. Pay a cash deposit equal to 10 percent of the TIA Fee, as determined by the Department of Transportation, prior to the issuance of a building permit, and guarantee the payment of the balance to be paid in full before the issuance of any temporary or permanent certificate of occupancy or 24 months from the date of issuance of the building permit, whichever is earlier; or
3. Pay a cash deposit equal to 10 percent of the TIA Fee, prior to the issuance of a building permit, and guarantee the payment of the balance of the TIA Fee in 120 monthly installments. The monthly installments shall include compound interest beginning from the date of issuance of the building permit with first payment commencing thirty days after the issuance of the building permit. The initial interest rate shall be the effective yield the Los Angeles City Treasurer is obtaining on the City's investment pool as reported to the City Council for the month preceding the date of issuance of the building permit. The interest rate shall be adjusted annually and shall be the effective yield the Los Angeles City Treasurer is obtaining on the City's investment pool as reported to the City Council for the month preceding the anniversary date of the building permit issuance date.

C. Calculation of Fee.

The TIA Fee shall be calculated according to the following formula:

$$\text{Fee} = \text{Number of Trips Generated} \times \text{Trip Cost Factor}$$

$$\begin{array}{ccccc} \text{Number} & & \text{Floor Area or unit} & & \text{Trip Genera-} \\ \text{of Trips} & = & \text{of measurement,} & \times & \text{tion Rate in} \\ \text{Generated} & & \text{as applicable per} & & \text{Appendix A} \\ & & \text{Appendix A} & & \end{array}$$

D. Trip Cost Factor.

1. Amount. The Trip Cost Factor is hereby established at \$5,690 per Trip.
2. Annual Indexing. The Trip Cost Factor shall be annually increased (or decreased) as follows:

The Trip Cost Factor shall be increased (or decreased) as of January 1 of each year by the amount of the percent increase (or decrease) in the most recently available City Building Cost Index as determined by the Department of Transportation. The revised Trip Cost Factor shall be published by the Department of Transportation in a newspaper of citywide circulation before January 31 of each year.

If the Department determines that the City Building Cost Index does not adequately reflect the actual increase in costs, then the Department shall recommend to the City Council, based on a written report, that the City Council adopt different cost figures. Upon receipt of such a report, and after public hearing, the City Council may, by resolution, adopt these different cost figures to be used for adjustment of the Trip Cost Factor.

E. Uses of the Fee.

1. Transportation Improvements.

The Department of Transportation shall coordinate the implementation of the transportation improvements listed in Appendix B and funded by the TIA Fee.

2. Substitute Improvements.

Appendix B may be revised every two years by providing substitute or additional improvements to the list if the City Council, upon recommendation by the Department of Transportation, has determined that the improvements are consistent with this Specific Plan and that a substitute improvement fulfills the transportation objectives of the improvement which it is to replace. No improvement which is fully funded by other sources shall be added to the list.

F. Exemptions from Fee.

1. The following are exempted from the requirement of payment of a TIA Fee:
 - a. Those commercial uses which are considered Local Serving Uses as preceded by an asterisk (*) in the Trip Generation Table (Appendix A).
 - b. Additions, alterations or construction of any residential or multiple dwelling uses and accessory structures, excluding hotels and motels.

- c. Temporary uses of less than six months in duration. No extension of time shall be permitted.
 - d. Park and ride facilities.
 - e. Churches, Temples, and other properties used for religious worship.
 - f. Private and public elementary and secondary schools and all non-profit educational institutions.
 - g. Governmental or Public Facilities, excluding Projects on real property owned by the Department of Airports and used for Air Transportation Purposes.
 - h. A telework center facility, as determined by the Department of Transportation, designed or used as a work site to save commuter Trips for people who live in adjacent or nearby residential locations.
 - i. Freestanding commercial or medical office Projects of less than 20,000 square feet.
2. The following shall pay the TIA Fee required on July 1, 1991 pursuant to Ordinance No. 160,394:
- a. A Project which is required to provide a dedication(s) or an easement(s) for the light rail route under analysis by the Los Angeles County Transportation Commission (LACTC).
 - b. A Project which received a Coastal Development Permit or Project Permit prior to the effective date of this Specific Plan.
 - c. A Project which received a Project Permit pursuant to Ordinance Nos. 163,472, 164,937, 166,173, 166,986 or 167,056 (Venice Coastal Interim Control Ordinance) prior to the effective date of this Specific Plan.
3. Except as specified in Section 7B4 for TDM Programs, a claim for refund pursuant to Section 6G2 a above shall be filed no later than one year after payment of the TIA Fee or one year after the expiration date of the building permit, including any extensions thereof, whichever is later.

Section 7. CREDITS FROM THE TIA FEE.

A. Trip Credit for Previous Land Use.

1. Change of Use.

- a. Applicants for Projects changing the existing land use may request a Trip credit for the existing use based on the Trip Generation Table (Appendix A) if, as determined by the Department of Transportation, the existing use has been in place for twelve consecutive months continuously during the four years immediately preceding the application for a building permit. A 50 percent Trip credit from the Trips generated by the existing use shall be allowed if the use has been in place for at least 6 months continuously during the same four year period.
- b. Notwithstanding the provisions of Paragraph "a" of this Subdivision, Applicants for a Project for which a TIA Fee has been paid pursuant to Ordinance No. 160,394 may request and receive a full Trip credit for the existing land use.
- c. The Department of Transportation shall have the authority to adopt guidelines, with the approval of the City Council by resolution, to implement this Section.

2. No Change of Use.

Applicants for Projects not changing the existing land use may request a Trip credit against the TIA Fee based on the Trip Generation Table (Appendix A) if the use was in effect on the effective date of Ordinance No. 160,394 (November 3, 1985).

B. In-Lieu Credits.

1. Transportation Improvements.

In-Lieu Credit against the TIA Fee shall be given for all or portions of Regional or Subregional Transportation and Transit Improvements designated in Appendix B or Appendix C or for Regional or Subregional Improvements as determined by the Department of Transportation. Project Serving Improvements in Appendix B or Appendix C shall not be eligible for any In-Lieu Credit. The Department of Transportation may

G. Refunds.

- 1. If a Fee is claimed to be erroneously, illegally or unconstitutionally collected, or a refund is claimed pursuant to this Specific Plan, then requests for refunds may be filed utilizing the procedures for refunds described in Sections 22.12 and 22.13 of the LAMC.
- 2. In addition to the above procedure, the City Council may refund the Fee and/or release a letter of credit if:
 - a. The building permit and all extensions have expired and the Project for which the TIA Fee has been collected has not been constructed; or
 - b. A refund or release is specifically authorized by resolution of the City Council, and the Council finds that the Fee is no longer needed or its retention would violate the constitutional rights of any person; or

apportion In-Lieu Credit for improvements which are beyond the minimum required to mitigate the impacts of the Project. The amount of In-Lieu Credit for Regional or Subregional Transportation Improvements shall be calculated by the Department of Transportation and credited at the time the building permit is issued.

2. In-Lieu Credit Estimates.

a. The Applicant shall be required to prepare preliminary plans and a detailed cost estimate of the proposed Regional or Subregional Transportation Improvements for review by and approval of the City Engineer and the Department of Transportation. Costs shall be approved by the Department of Transportation based on estimated B-Permit construction costs, including an additional 15 percent for contingency costs, as prepared by the City Engineer. The City Engineer may contract out for costing and appraisal services, the cost of which shall be paid by the Applicant and included in the In-Lieu Credit estimates.

b. In-Lieu Credits shall be applied to reduce the TIA Fee after the required transportation improvements have been completed or guaranteed to the satisfaction of the Department of Transportation and the City Engineer. The total TIA Fee, after deducting any applicable In-Lieu Credits, shall be guaranteed prior to issuance of a building permit. The guarantees shall consist of Bonds for B-Permit construction on City streets; Encroachment Permits for construction on State Highways; and cash payments for ATSAC improvements. The City shall not grant In-Lieu Credits that are in excess of the assessed TIA Fees for the entire Project.

3. Larger Transportation Improvement.

In cases where a Project Serving Improvement was required pursuant to a parcel or tract map approval but the Department of Transportation, pursuant to a Traffic Assessment, determines that a Larger Transportation Improvement is needed as part of a Regional or Subregional Transportation Improvement, the Department of Transportation shall approve an In-Lieu Credit, based upon the difference in costs between the Project Serving Improvements and Larger Transportation Improvement. Deductions for the Larger Transportation Improvement shall be given In-Lieu Credit based on the fair market value of the land appraised as of the date of dedication, to the satisfaction of the City Engineer and the General Manager of the Department of Transportation.

4. TDM Programs.

a. Effectiveness of TDM Program.

1) Within five years of issuance of any certificate of occupancy, a Project which has achieved a 90 percent occupancy may receive an In-Lieu Credit

against the TIA Fee after it has demonstrated the effectiveness of the TDM Program to the satisfaction of the Department of Transportation. However, if the first phase of a multi-phased Project has demonstrated the effectiveness of the TDM Program to the satisfaction of the Department of Transportation, then the next phase of the multi-phased Project shall be entitled to an In-Lieu Credit against that phase's TIA Fee when that Fee is due.

2) The amount of In-Lieu Credit shall be calculated on the basis of Average Vehicle Ridership (AVR) as indicated below:

<u>AVR</u>	<u>In-Lieu Credit</u>
1.30 - 1.39	10 percent of TIA Fee
1.40 - 1.49	15 percent of TIA Fee
1.50 and above	25 percent of TIA Fee

b. Nonconformance Assessment Fee.

If the Applicant fails to maintain full conformance with the TDM Program for which the Applicant has received In-Lieu Credit, the Applicant shall pay the amount of the reduction credit plus interest from the date of the credit and reasonable administrative costs. The amount shall be levied by the Department of Transportation upon the Applicant or its successor by written assessment which states the failure of conformance. The Applicant or its successor may appeal the assessment to the City Council within 15 days of service of the assessment.

5. Multi-Phase Projects.

In multi-phase Projects approved under the provisions of Section 9 of this Specific Plan, In-Lieu Credits to reduce the TIA Fee may be reserved and credited from one phase to a future phase of the same Project. However, in no case shall a final phase be approved with land uses that generate less than 25 percent of the Project's total Trips.

6. Land Dedications.

a. In-Lieu Credit shall not be granted for land dedication for right-of-way purposes to meet standard street requirements pursuant to Section 5F of this Specific Plan.

b. Land dedications for a Larger Transportation Improvement or a Transit Facility, excluding land for Project Serving Improvements, shall be given In-Lieu Credit.

c. In-Lieu Credit for land dedications shall be based on the fair market value of the dedication, appraised to the satisfaction of the City as of the date of dedication. Land dedications shall include both fee dedications and right-of-way easements.

7. Housing Production Program.

- a. **Authority.** The City Council may, by resolution after report of the City Planning Department and other appropriate City agencies, and in consultation with the Department of Transportation, grant additional In-Lieu Credits to a Project that contributes to a more balanced jobs/housing ratio in the Specific Plan Area through provision of dwelling units otherwise unsubsidized by any public agency. The dwelling units shall be reserved for the life of a mixed-use Project, or for 40 years if produced off-site, and shall be available as Very Low, Low and Moderate Income Dwelling Units.
- b. **In-Lieu Credits.** The In-Lieu Credits shall be credited upon issuance of the certificate of occupancy for the Very Low, Low Income and Moderate Income Dwelling Units. The In-Lieu Credits against the TIA Fee shall be calculated for Very Low, Low Income and Moderate Income Dwelling Units subject to this Subdivision in the following manner:
 - 1) Very Low Income Dwelling Units (DU) provided on-site, or associated with, or combined with a non-residential Project. 2.0 Trips/DU
 - 2) Very Low Income Dwelling Units provided within 1,300 feet of the lot line of the Project. 1.3 Trips/DU
 - 3) Very Low Income Dwelling Units provided within the Specific Plan Area. 0.7 Trips/DU
 - 4) Low Income Dwelling Units shall be eligible for 65 percent, and Moderate Income Dwelling Units for 25 percent of credit available to Very Low Income Dwelling Units. Senior citizen dwelling units shall not be eligible for In-Lieu Credits.
- c. **Maximum Credits.** In no case shall the housing In-Lieu Credits exceed 50 percent of the TIA Fee for a Project. The housing In-Lieu Credit shall not be granted until issuance of the certificate of occupancy for the dwelling units.
- d. **Dwelling Unit Mix.** A maximum of 49 percent of the total dwelling units on off-site housing which is eligible for In-Lieu Credits may be reserved as Low and/or Very Low Income Dwelling Units, as defined by the Housing Department or its successor or assignee.
- e. **Report.** Applicants granted In-Lieu Credits for housing shall submit a biannual report to the Department of Transportation and to the Council Office showing p.m. Peak Hour Trip generation to the Project site. The first report shall be submitted one year after issuance of the final certificate of occupancy.

Section 8. LAND USE.

A. Phasing Program.

1. Prohibition.

Prior to the issuance of a building permit for any building or structure within a Project with more than one phase, a Phasing Program for the Project shall be approved by the Departments of City Planning and Transportation. This prohibition shall not apply to Projects by the Department of Airports within the Airport Corridor Area.

2. Project Phasing.

An Applicant for a Project which generates 500 or more Trips shall conform to the following provisions to implement the mitigation measures required pursuant to Section 5 of this Specific Plan and the transportation improvements listed in Appendix B of this Specific Plan:

- a. **Application.** For a Project with more than one phase, the Applicant shall submit an application for a Phasing Program containing the following: proposed density and land uses for the entire Project; Adjacent Intersections on which the Project has a Significant Transportation Impact; proposed Regional or Subregional Transportation Improvements to be provided as part of this Project; and TDM programs and goals.
- b. **Phasing Program.** The Phasing Program shall include the following:
 - 1) Total floor area and use of the Project in each phase.
 - 2) Anticipated Project schedule.
 - 3) Trip generation tables for each phase.
 - 4) Regional or Subregional Transportation Improvements scheduled to be constructed in each phase.
 - 5) Project Serving Improvements scheduled to be constructed in each phase.
- c. **Review of Phasing Program.** Prior to approval of the Phasing Program, the Department of Transportation shall review the Phasing Program, identify the Traffic Impact Mitigations to be undertaken by the Project, approve any In-Lieu Credits available to the Project, determine that TDM program goals are in conformance with the provisions of this Specific Plan and calculate the TIA Fee for each phase. If an Applicant subsequently submits a modification to the Project which results in a change in density or land use and which results in an increase in Trip generation in an approved Phasing Program, appropriate adjustments in Fees, Traffic Impact

Mitigations or TDM requirements applicable to the increase shall be made as a condition of Departmental approval.

d. Review of the Phases.

- 1) Prior to the issuance of a building permit for each phase of the Project, the Department of Transportation shall review the building permit application for conformance to the Phasing Program conditions.
- 2) The final phase shall be designed to include land uses which generate at least 25 percent of the total Project Trips. The final phase of a multi-phase Project reviewed under this Section shall demonstrate to the Department of Transportation that required TDM programs for prior phases have achieved Trip reduction objectives. Where a TDM program is found not to be functioning and/or not reducing Trips as anticipated for the Project, the final phase of the Project shall be reduced proportionally.

- e. Covenant and Agreement.** Prior to issuance of the building permit for the first phase of the Project, the owner(s) of the property shall covenant and agree to comply with the provisions of this Section. The covenant shall be recorded, shall run with the land and shall be binding upon any future owners, successors, heirs or assignees of the Applicants.

B. Public Pedestrian Facilities.

1. A Project shall dedicate the right-of-way needed for construction of and access to public Pedestrian Bridges as shown on the applicable Community Plans.
2. Public pedestrian walkways shall conform to the design standards set forth by the City Engineer.
3. Any requested change by the Applicant in the approximate location of the public Pedestrian Bridges, as shown on the Community Plan Map, shall be subject to the approval of the Director of Planning, the City Engineer and the General Manager of the Department of Transportation, who must find that the change will provide equal or better pedestrian access and safety.

Section 9. APPEALS.

A. Appeal to the Department of Transportation.

An Applicant or any other interested person adversely affected by the proposed Project who disputes any determination made by the Department of Transportation pursuant to this Specific Plan may appeal to the General Manager of the Department of Transportation within a 15-day period following the date of mailing of a letter of

determination of the Department of Transportation. The appeal shall set forth specifically the basis of the appeal and the reasons why the determination should be reversed or modified. The appeal shall be on a form as prescribed by the Department of Transportation and shall be accompanied by a filing fee of \$500 payable to the Department of Transportation or, in the case of an appeal by an aggrieved person other than the Applicant, by a filing fee of \$60. The Department shall determine the matter within 30 days following the appeal.

B. Appeal to City Planning Commission.

An Applicant or any other interested person adversely affected by the proposed Project who disputes any determination made pursuant to Section 8 of this Specific Plan may appeal to the City Planning Commission within a 15-day period following the date of mailing of a letter of determination of the Department of Transportation. The appeal shall set forth specifically the basis of the appeal and the reasons why the determination should be reversed or modified. The appeal shall be on a form as prescribed by the Department of Planning and shall be accompanied by a filing fee of \$500 payable to the Department of Planning or, in the case of an appeal by an aggrieved person other than the Applicant, by a filing fee of \$60. The City Planning Commission shall determine the matter within 30 days following the appeal.

C. Appeal to City Council.

An Applicant or any other interested person who filed an appeal pursuant to this Section who is dissatisfied with any decision of the General Manager of the Department of Transportation or City Planning Commission may appeal to the City Council. Any appeal not filed within a 15-day period following the date of mailing of a letter of determination by the Department of Transportation or City Planning Commission shall not be considered by the City Council. The City Council shall determine the matter within 60 days following the date of submission of the appeal unless the Applicant and the City Council agree to an extension of time.

Section 10. REVIEW OF THE SPECIFIC PLAN.

The Coastal Transportation Corridor Specific Plan shall be monitored on a regular basis by the City's Department of Transportation. A report reviewing the status of the Fund and implementation of the Specific Plan shall be submitted by the General Manager of the Department of Transportation to the City Council every two years. The report shall be submitted to the City Council no later than November of the year in which the report is due.

Section 11. VIOLATIONS.

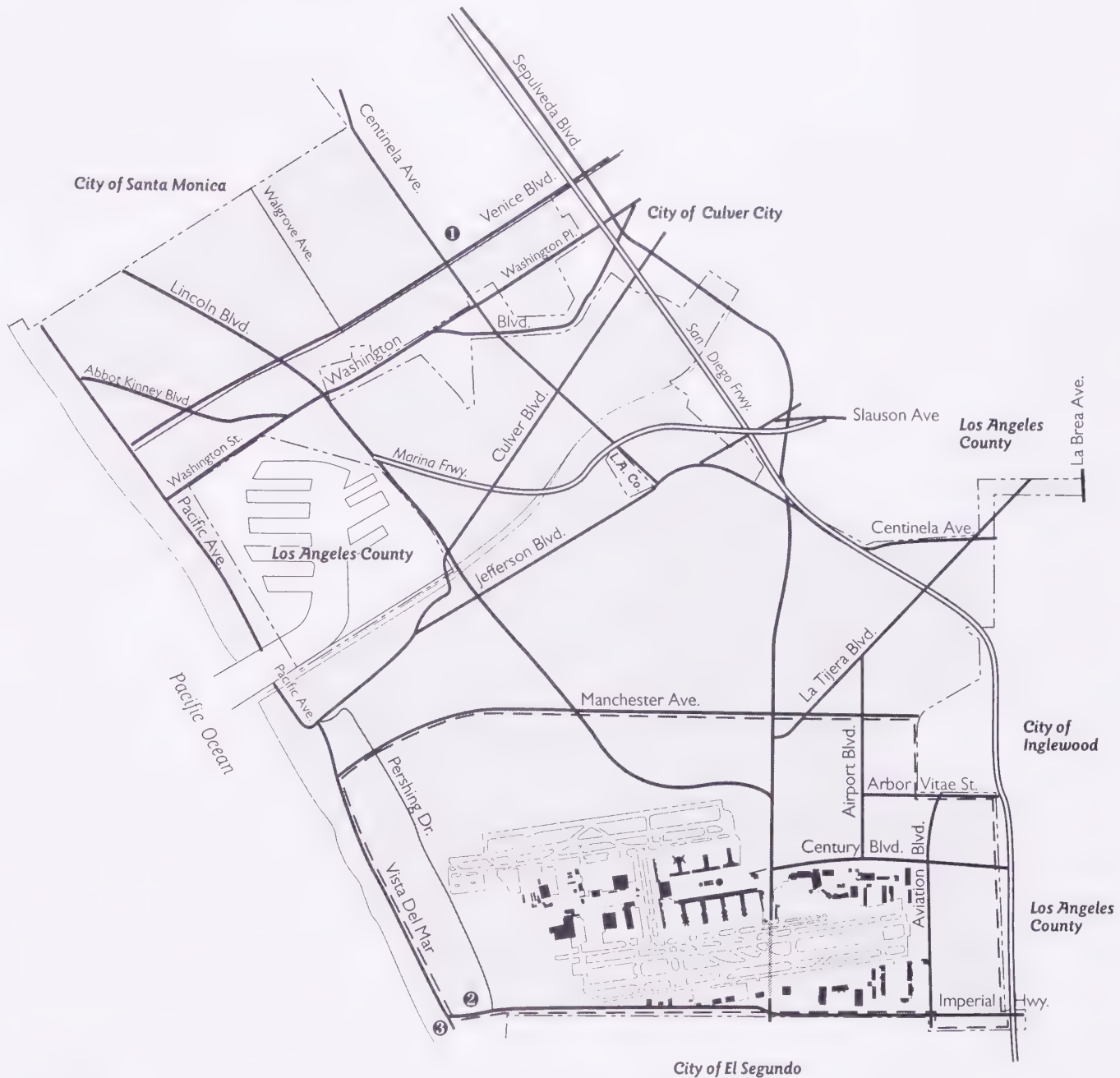
Any person who violates any provision of this Specific Plan shall be guilty of a misdemeanor.

Section 12. SEVERABILITY.

If any provision of this Specific Plan or the application thereof to any person, property or circumstances is held to be unconstitutional or otherwise invalid by any court of competent jurisdiction, such invalidity shall not affect other Specific Plan provisions, clauses or applications which can be implemented without the invalid provisions, and, to this end, the provisions and clauses of this Ordinance are declared to be severable.

280CTC4

Coastal Transportation Corridor Specific Plan



Specific Plan Area

--- Airport Corridor Boundary

NOTES:

- ① Includes frontages on both sides of Centinela Ave. from Santa Monica City Boundary line south to Venice Blvd. and both sides of Venice Blvd from Centinela Ave. east to the San Diego Frwy.
- ② Includes only northerly frontage of Imperial Hwy. between Pershing Dr. and the westerly terminus of the Specific Plan area.
- ③ Westerly prolongation of Imperial Hwy. to Pacific Ocean.



Not to Scale

APPENDIX A

TRIP GENERATION TABLE Coastal Transportation Corridor Specific Plan

For purposes of this Table, the floor area shall be the square footage confined by the outside surface of the exterior walls of a building, except for that square footage devoted to vehicle parking, necessary interior driveways and ramps.

<u>LAND USE</u>	<u>P.M. PEAK TRIPS PER HOUR</u>
<u>Automobile Uses</u>	
* Car Wash	110.0 per car wash
* Gas Station	3.6 per pump
* Repair/Service	6.0 per service stall
Car rental/Used car sales	1.0 per 1,000 sq. ft. of lot size
New car sales	4.6 per 1,000 sq. ft. of floor area
<u>Banking Uses</u>	
* Walk-in Bank	16.7 per 1,000 sq. ft. of floor area
* With drive-through	25.3 per 1,000 sq. ft. of floor area
* Savings & Loan	5.3 per 1,000 sq. ft. of floor area
* With drive-through	6.8 per 1,000 sq. ft. of floor area
<u>Shopping Center</u>	
* Less than 30,000 sq. ft.	14.6 per 1,000 sq. ft. of floor area
30,000 sq. ft. or more	$(-0.001A + 323.5 / A + 3.9)$ per 1,000 sq. ft. of floor area (where A = floor area / 100)
<u>Retail Uses</u>	
* Supermarket	8.8 per 1,000 sq. ft. of floor area
* Convenience Market	46.7 per 1,000 sq. ft. of floor area
* Specialty Retail	5.0 per 1,000 sq. ft. of floor area (Free-standing retail not in a shopping center, excluding high Trip-generating land uses)
* Furniture Store	0.4 per 1,000 sq. ft. of floor area (More than 30,000 sq. ft.)
* Other Commercial	9.6 per 1,000 sq. ft. of floor area (High Trip-generating land uses such as video stores, bakeries, yogurt shops)
* Entertainment Theater	0.15 per seat
Discount Store	6.1 per 1,000 sq. ft. of floor area (More than 50,000 sq. ft.)
<u>Hospitals</u>	
General	1.2 per bed
Convalescent	0.2 per bed
<u>Industrial</u>	
Industrial Park	1.0 per 1,000 sq. ft. of floor area
Manufacturing	0.8 per 1,000 sq. ft. of floor area
Warehousing	1.6 per 1,000 sq. ft. of floor area (50,000 sq. ft. or more)
* Storage	0.3 per 1,000 sq. ft. of floor area (Less than 50,000 sq. ft.)
Airport Facilities	0.8 per 1,000 sq. ft. of floor area (Other than passenger terminals, such as maintenance or cargo facilities)

<u>LAND USE</u>	<u>P.M. PEAK TRIPS PER HOUR</u>
Mini-Warehouse (Less than 30,000 sq. ft.)	0.3 per 1,000 sq. ft. of floor area
Science Research and Development	0.9 per 1,000 sq. ft. of floor area

Lodging

Hotel, Motel or Apt. Hotel	0.7 per guest room
* Multi-Story Apartments, Condominiums, Townhomes or Single-Family Housing	0.7 per dwelling unit

Offices

Commercial Office (Under 100,000 sq. ft.)	2.8 per 1,000 sq. ft. of floor area
Commercial Office (100,000 sq. ft. or more)	2.0 per 1,000 sq. ft. of floor area
Government Office	2.9 per 1,000 sq. ft. of floor area
Medical Office	3.9 per 1,000 sq. ft. of floor area

Parking Lot - Commercial

	0.0 trips
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Restaurants

* Low turnover	6.1 per 1,000 sq. ft. of floor area
* High turnover	10.5 per 1,000 sq. ft. of floor area
* Fast Food	31.6 per 1,000 sq. ft. of floor area (A restaurant immediately adjacent to an automobile parking area, where patrons are served at a counter or a drive-through)

*Child Care/Nursery

	12.3 per 1,000 sq. ft. of floor area
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Health Club

	3.6 per 1,000 sq. ft. of floor area
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* Local Serving Uses

APPENDIX B

LIST OF TRANSPORTATION IMPROVEMENTS Coastal Transportation Corridor Specific Plan

A. Transportation Demand Management (TDM) actions, including a City sponsored TDM program.

B. Traffic Management Actions including:

1. Implementation of automated traffic surveillance and control (ATSAC) systems in Westchester/LAX and Venice/Mar Vista areas.
2. Other traffic signal improvements, as required.
3. Channelization and striping, as required.
4. Creation of off-street parking to replace commercial on-street parking when such parking is removed to improve traffic flow.

C. Transit Actions

1. Local shuttle bus service within and to employment centers of the Specific Plan Area.
2. Transit improvements, including support for implementation of the Coastal Transportation Corridor Transit Facility.

D. New Routes and Street Widening, including:

1. Culver Boulevard: Widen to six lanes from Marina Freeway to Sepulveda Boulevard.
2. Centinela Avenue
 - a. Widen to six lanes from Sepulveda Boulevard to Jefferson Boulevard.
 - b. Widen to six lanes from Jefferson Boulevard to National Boulevard as feasible.
3. Imperial Highway: Widen to six lanes from Sepulveda Boulevard (Century Freeway Termination Point) to Pershing Drive.
4. 96th Street - Bellanca Avenue: Improve to four-lane highway.
5. Airport Boulevard: Extend south of Century Boulevard, under LAX runways, as a six-lane road to intersect Imperial Highway at Nash Street.
6. La Cienega Boulevard
 - a. Widen to six lanes from Imperial Highway to Century Boulevard.
 - b. Widen to six lanes from Century Boulevard to Arbor

Vitae Street as feasible.

7. Arbor Vitae Street: Widen to six lanes from Airport Boulevard to new interchange on I-405.
8. Sepulveda Boulevard
 - a. Widen to eight lanes from Lincoln Boulevard to Manchester Avenue.
 - b. Widen to eight lanes from Manchester Avenue to Centinela Avenue as feasible.
9. Marina Freeway
 - a. Extend from Culver Boulevard to Mindanao Way.
 - b. Extend from Mindanao Way to Lincoln Boulevard as feasible.
10. La Tijera Boulevard: Widen to six lanes from Airport Boulevard to La Cienega Boulevard.
11. Aviation Boulevard: Widen to six lanes from Imperial Highway to Arbor Vitae Street.
12. Lincoln Boulevard: Widen to six lanes north of Venice Boulevard.
13. Lincoln Boulevard
 - a. Widen to eight lanes from Westchester Parkway to Hughes Way.
 - b. Widen to eight lanes from Marina Freeway to Venice Boulevard as feasible.
14. Admiralty Way: Extend as a four-lane highway from Jefferson Boulevard south to Lincoln Boulevard at Hughes Way.

E. Intersection Reconstructions including:

1. Sepulveda Boulevard/96th Street: Construct 96th Street overcrossing.
2. Additional intersection approach widenings at the following locations:

Airport/Arbor Vitae
Airport/Century
Airport/La Tijera
Airport/Manchester
Aviation/Century
Imperial/Aviation
Imperial/La Cienega
Imperial/Pershing
Imperial/Vista del Mar
Lincoln/Manchester
Lincoln/Venice
Lincoln/Washington
Sepulveda/Centinela

APPENDIX C

TABLE OF PROGRAMMED IMPROVEMENTS Coastal Transportation Corridor Specific Plan

City of Los Angeles Five-Year Capital Improvement Project List

1. Centinela/Short Intersection*
2. Centinela Widening, Washington/Short
3. Centinela Creek Bike Route*
4. Culver Boulevard/Walsh and Westlawn Intersection*
5. Venice Boulevard, Lincoln to Pacific*
6. Venice Canals, Pedestrian and Bike Bridge Replacement*

Caltrans Five-Year State Transportation Improvement Program

1. Arbor Vitae Street Interchange on I-405*

Private Developers

1. Realign, extend and improve Culver Boulevard between the Marina Freeway and Falmouth Avenue, including a bridge over Ballona Creek.
2. Reconstruct and improve Culver/Lincoln interchange.
3. Reconstruct and improve Lincoln Boulevard between Hughes Way and Fiji Way.*
4. Improve Jefferson Boulevard between Culver Boulevard and Centinela.*
5. Construct Bay Street connecting Hughes Way to Culver Boulevard, including a bridge over Ballona Creek.
6. Construct a connection between Hughes Way and the Hughes Aircraft Company access road.*
7. Construct Hughes Way from Lincoln Boulevard to Centinela or Jefferson.
8. Extend Admiralty Way south of Fiji Way to the new Culver Boulevard.*
9. Extend Falmouth Avenue to join Culver Boulevard.*
10. Construct Spicer Road from Sepulveda Boulevard to the southbound and northbound freeway on and off ramps.

* Road dimensions to be determined at the time of development approval.

Part 5

COASTAL TRANSPORTATION CORRIDOR SPECIFIC PLAN Ordinance No. 168,999 Effective September 22, 1993

ADMINISTRATIVE RESPONSIBILITIES

Applicant/Owner

- ° The applicant shall submit an application to the Department of Transportation for calculation of the number of trips and determination of transportation impacts and pay a filing fee. (5C)
- ° For all projects, the applicant shall make highway dedications and improvements and pay Transportation Impact Assessment Fee. (5D)
- ° When the traffic assessment finds a significant transportation impact, the applicant shall provide a Traffic Mitigation Plan (5D2), guarantee mitigation measures, and record covenant and agreement (5E).
- ° The applicant shall prepare preliminary plans and a detailed cost estimate of any proposed regional or subregional transportation improvements. (7B2)
- ° For projects generating more than 100 trips, the applicant shall execute a covenant to submit a Transportation Demand Management program schedule and shall submit an annual status report on the TDM program beginning a year after the issuance of a certificate of occupancy. (5G)
- ° For projects generating 500 or more trips or proposing more than one phase, the applicant shall submit a phasing program. (8A)
- ° The owner shall acknowledge the contents and limitations of the Specific Plan (5B) and execute a covenant and agreement to complete required transportation mitigation measures. (5B,E)

Department of Transportation (DOT)

- ° DOT shall establish number of trips for a project, and grant trip credit for existing land uses. (5C1)
- ° DOT shall provide a traffic assessment of a project which generates 43 or more trips and shall determine required traffic impact mitigation measures. (5D2,3)
- ° DOT, together with the Department of City Planning, shall approve the phasing program for a project which generates 500 or more trips or which has more than one phase. (8A1)
- ° DOT shall calculate and collect the Transportation Impact Assessment Fee. (8)

- ° DOT shall coordinate the implementation of transportation improvements as listed in Appendix B and funded by the TIA Fee. (7E)
- ° DOT, together with the City Engineer, shall certify completion of or guarantee of completion of required mitigation measures (5A,E) and approve dedications and improvements as may be required by the Highways and Freeways Element of the General Plan. (5F)
- ° The General Manager of DOT shall make the determination on an appeal of a determination by the Department of Transportation. (9A)
- ° Every two years, DOT shall submit to the City Council a status report on the Coastal Transportation Fund (Ordinance No. 169,000) and implementation of the Specific Plan years. (10)

Department of Housing

- ° The Department of Housing shall provide current figures for low, moderate and very low income levels for dwelling units for which in-lieu credit is requested. (4,7B)

Transportation Coordinator

- ° A Transportation Coordinator - an employee or contracted service for a Project or an employer organization - shall promote carpools and vanpools and Transportation Demand Management programs. (4)

Department of City Planning

- ° The Department of City Planning, together with DOT, shall approve a phasing program for a project with more than one phase. (8A1)
- ° The Department of City Planning, together with other appropriate agencies and in consultation with the Department of Transportation, shall submit a report to the City Council on the merit of granting in-lieu credit to a project that contributes to a more balanced jobs/housing ratio through provision of non-publicly subsidized dwelling units. (7B7)

City Planning Commission

- ° The City Planning Commission shall make the determination on an appeal of a determination made pursuant to the phasing program or public pedestrian facilities. (9B)
- ° The City Planning Commission may grant exceptions to the Specific Plan pursuant to Section 11.5.7 D of the LAMC. (3B)

City Council

- The City Council may grant additional in-lieu credits to a project that contributes to a more balanced jobs/housing ratio through provision of non-publicly subsidized dwelling units. (7B7)
- The City Council shall make the determination on an appeal of a determination of the General Manager of DOT or the City Planning Commission. (9C)
- The City Council shall make the determination on an appeal of the determination of the City Planning Commission on an exception to the Specific Plan. (3B)

280CTC5 (111094)

C. Specific Plan

D. Specific Plan

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5. Administrative Responsibilities

280MISC (032395)

Part 1

OXFORD TRIANGLE SPECIFIC PLAN Ordinance No. 162,509 Effective July 31, 1987

Corrected by Ordinance No. 170,155
Effective January 14, 1995

SUMMARY OF PROVISIONS

Affected Projects.

- ° All projects in the C4(OX)-2-D Zone and in the abandoned railroad right-of-way between Washington Street and the Maxella Avenue alignment.

Zone Regulations: C4(OX)-2-D Zone

- ° Uses limited to those permitted in the C4 Zone, not including prohibited uses.
- ° Height District 2D limits new development to a 1.5:1 floor area ratio but allows a 3:1 floor area ratio when approved under density allowance provisions.
- ° Residential density limited to that of the R3 Zone unless density allowance is granted.
- ° Prohibited uses:
 - Residential density in excess of R3, unless a density allowance is granted
 - Adult bookstore
 - Adult motel
 - Auto repair
 - Fraternity house
 - Gas station
 - Helicopter landings
 - Massage parlor
 - Rescue mission
 - Sorority house
 - Recyclable material collection
 - Shopping center less than 45,000 sq. ft. in area
 - Car wash, except within enclosed structure
 - Restaurant
 - Freestanding uses (off-site sale of alcoholic beverages, dance hall, grocery store, video arcade)
- ° Building height shall not cast shadows on any single-family home between 10:00 a.m. and 4:00 p.m. of the Summer Solstice for more than one hour.
- ° Building height shall be subject to transitional height limitations where abutting the R1 Zone.
- ° Nonconforming uses shall be eliminated in accordance with the Los Angeles Municipal Code.

- ° Yards shall be the same as specified in Section 12.16 C of the Los Angeles Municipal Code.

Zone Regulations: Railroad Right-of-Way

- ° Development of the abandoned railroad right-of-way between the Maxella Avenue alignment and Washington Street shall be reviewed and approved by the Planning Commission.

Density Allowances

- ° Floor area increases up to a 3:1 floor area ratio, unlimited height and other incentives may be granted for developments which:
 1. Provide residential units as part of a mixed use development in the C4(OX)-2-D Zone
 2. Provide residential units on adjacent parcels in the C4(OX)-2-D Zone as a part of a mixed use development.
- ° Parking for mixed use developments shall be determined by the application of a formula in the Specific Plan.
- ° Residential density may be increased by at least 25% for developments which: (1) construct at least 25% of the total number of units for persons of low and moderate income, or (2) construct at least 10% of the total units for lower income persons or the elderly.
- ° The following alternative incentives may be granted in lieu of the density allowance:
 1. Priority processing.
 2. Waiver or reduction of fees.
 3. In-lieu transportation fees.
 4. Combined parking standards.
 5. No covered parking requirements.
 6. Reduced open space requirements.
 7. Reduced landscaping requirements.
 8. Transfer of development rights.
 9. Land dedicated to public use as buildable area for FAR.
 10. Other incentives, except for reduced parking.

Conditions of Density Allowance Approval

Conditional Use process required. Required findings:

1. Housing is 15% of the square footage of a mixed use project or 200,000 sq. ft., whichever is greater.
2. Uses are located in a single building or contiguous buildings.
3. Uses shall be under a single ownership.
4. For mixed use developments, 10 sq. ft. of indoor recreation space and 50 sq. ft. of common open space are provided for each dwelling unit.

5. Residential uses are located adjacent to existing neighborhoods.
6. Conditions are included to reduce any adverse impact on on-street parking.
7. Conditions are included to reduce impacts on traffic, as per the Coastal Transportation Corridor Specific Plan.
8. The project will not be detrimental to the character of the adjoining neighborhood.
9. Existing single-family homes shall be buffered from commercial uses.
10. Developments using transfer of development rights shall not transfer commercial uses to a location adjacent to existing single-family homes.

Development of Abandoned Right-of-Way

A conditional use permit is required. Guidelines for approval:

1. Uses shall be compatible with adjoining single-family homes.
2. No transportation uses adjacent to the single-family homes shall be permitted.
3. Buffering to protect adjoining single-family homes shall consist of landscaping with berms and acoustical walls and shall be based on performance standards pertaining to noise levels.

Standards for Development

Building standards:

1. All building shall conform to Specific Plan.
2. Design shall be applied with equal consideration to all elevations visible from public streets, open spaces or single-family homes.
3. Colors and exterior building materials shall reasonably complement those of adjoining structures.
4. The adverse effects of reflective glass on traffic and adjoining residential structures shall be minimized.
5. Automobiles in parking structures shall be screened from public view by the design of parking structure facades or by landscaping.
6. Air conditioning ducts and other utilities shall be screened from public view.
7. Buildings facing single-family home neighborhoods shall be designed to preserve the privacy of those neighborhoods.

Landscape, sign and buffering standards:

1. All open areas shall be landscaped.
2. All signs shall be architecturally compatible with adjacent structures. No rooftop signs or billboards shall be permitted.
3. Single-family homes shall be buffered from adjacent commercial uses where the commercial structures are incompatible with residential uses.

Transportation and traffic standards:

1. No vehicular access shall be permitted from Lincoln Blvd. unless acceleration or deceleration lanes are dedicated or provided on-site.
2. Driveway plans shall be approved by the Department of Transportation and Bureau of Engineering.
3. Developments shall comply with the Coastal Transportation Corridor Specific Plan.
4. If feasible, vehicle and pedestrian access from developments in the C4(OX)-2-D Zone shall not be permitted into single-family home neighborhoods. An acoustical study shall be required for development in the abandoned right-of-way between Washington Street and the Maxella Avenue alignment.

Plot Plan Review

The Director of Planning shall approve plans for development in the C4(OX)-2-D Zone.

Applications for approval shall contain:

1. Site plan.
2. Landscape plan.
3. Floor plan.
4. Elevations.
5. Sign plan.
6. Samples of exterior building materials.

Conditions may be imposed as part of approval to insure conformance with Specific Plan design standards.

The plot plan review requirement is not applicable to repairs or alterations.

The plot plan review process shall be a part of any coastal development permit approval process.

2800T1 (032095)

Part 2

OXFORD TRIANGLE SPECIFIC PLAN Ordinance No. 162,509 Effective July 31, 1987

Corrected by Ordinance No. 170,155
Effective January 14, 1995

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2800T2 (030295)

Part 3

OXFORD TRIANGLE SPECIFIC PLAN
Ordinance No. 162,509
Effective July 31, 1987

Corrected by Ordinance No. 170,155
Effective January 14, 1995

ANNOTATED TABLE OF CONTENTS

<u>PROVISION</u>	<u>HIGHLIGHTS</u>	<u>SECTION</u>								
"D" Limitation	Structure limited to FAR of 3:1 in C4(OX)-2-D.	5A								
Land Use	<p>Permitted uses for C4(OX)-2-D Zone are the C4 Zone uses</p> <p>Prohibited uses include residential uses in excess of R3, automobile repair, gasoline station, shopping center less than 45,000 sq. ft., car wash, restaurant with substantial drive-thru or take-out service and, when freestanding, off-site sale of alcoholic beverages.</p>	5B1								
Floor Area Ratio	FAR shall not exceed 1.5:1 except as provided by density allowance.	5B2								
Height	<p>No shadows shall be cast on single-family residential between 10 a.m. and 4 p.m. at Summer Solstice, for more than one hour.</p> <p>Height of buildings on a C4(OX)-2-D zoned lot shall not exceed the following height limits when located within distances specified from a lot in the R1 Zone:</p> <table><tr><td><u>Distance</u></td><td><u>Height</u></td></tr><tr><td>0 to 49 ft.</td><td>25 feet</td></tr><tr><td>50 to 99 ft.</td><td>33 feet</td></tr><tr><td>100 to 199 ft.</td><td>61 feet</td></tr></table>	<u>Distance</u>	<u>Height</u>	0 to 49 ft.	25 feet	50 to 99 ft.	33 feet	100 to 199 ft.	61 feet	5B3
<u>Distance</u>	<u>Height</u>									
0 to 49 ft.	25 feet									
50 to 99 ft.	33 feet									
100 to 199 ft.	61 feet									
Buffer	Development of railroad right-of-way between Maxella Avenue and Washington Street subject to Conditional Use approval.	5C								
Density and Intensity Allowances	Density and intensity allowance up to 3 times the buildable area plus unlimited height.	6A1								
Combined Parking	Formulas for mixed use developments	6A2								

<u>PROVISION</u>	<u>HIGHLIGHTS</u>	<u>SECTION</u>
Low and Moderate Allowance	A 25% increase over the maximum units for low and moderate-income housing or a 10% increase for lower income or elderly housing.	6B
Alternative Incentives	Priority processing Waiver/reduction of fees In-lieu transportation fees Combined parking No covered parking Reduced open space Reduced landscaping Transfer of development rights Land dedication Incentives suggested by applicant	6C
Density Allowance	Conditional use required for density allowance in C4(OX)-2-D Zone.	7A
Mixed Use	Each dwelling unit in a mixed use project shall provide 10 sq. ft. of indoor recreation space and 50 sq. ft. of common open space.	7A4
	Priority given to residential uses in C4(OX) Zone adjacent to existing neighborhoods.	7A5
Development of Abandoned Right-of-Way	Conditional use application required. No transportation uses permitted adjacent to single-family on railroad right-of-way between Maxella Ave. alignment and Washington Blvd.	8A
Standards for Development		9
Building Standards	Guidelines specified for proposed building and parking structures	9A
Landscaping	All open areas not utilized for buildings, driveways, parking areas, recreational facilities or walks shall be landscaped.	9B1
Signs	No rooftop signs nor billboards permitted in C4(OX)-2-D Zone.	9B2
Transportation Standards	Vehicular access to proposed structures not permitted to or from Lincoln Blvd. unless acceleration and deceleration lanes provided.	9C

<u>PROVISION</u>	<u>HIGHLIGHTS</u>	<u>SECTION</u>
Plot Plan Review	<p>Required for all projects, except repairs or alterations. Application requires submittal of exhibits.</p> <p>Director of Planning shall issue determination and may impose conditions.</p>	10

2800T3 (030295)

Part 4

OXFORD TRIANGLE SPECIFIC PLAN
Ordinance No. 162,509
Effective July 31, 1987

Corrected by Ordinance No. 170,155
Effective January 14, 1995

An ordinance establishing a Specific Plan for the Oxford Triangle area of the Venice Community Plan area.

THE PEOPLE OF THE CITY OF LOS ANGELES
DO ORDAIN AS FOLLOWS:

Section 1. ESTABLISHMENT OF THE OXFORD TRIANGLE SPECIFIC PLAN.

The City Council hereby establishes this Oxford Triangle Specific Plan applicable to that area of the City of Los Angeles shown within the heavy dashed lines on the Specific Plan map.

Section 2. PURPOSES. The purposes of this Specific Plan are as follows:

- A. To assure that the commercial uses and mixed use developments within the area identified as the Oxford Triangle proceed consistent with the Venice Community Plan Amendment, adopted by the City Council on November 25, 1986, which provides in part that:
1. Mixed use (commercial/residential) development should be encouraged on all properties designated for Community Commercial in the Oxford Triangle area. The encouragement of mixed use development in this area should also be addressed in the appropriate Local Coastal Plan when it is prepared.
 2. All properties designated for Community Commercial in the Oxford Triangle area shall be further designated as being in a Height District limiting new development to a floor area ratio not to exceed 1.5 times the buildable area of a lot. However, if a mix of housing and commercial uses is developed on said properties in the Oxford Triangle, a floor area ratio of no more than three times the buildable area of a lot may be approved by the City Planning Commission, including such environmental review as may be required under the California Environmental Quality Act, provided that there may be an average floor area of three times the buildable area over a development which includes more than one lot under a transfer of development rights program.
- B. To encourage mixed use developments within the mixed-use Community Commercial C4(OX)-2-D Zone to create a lively urban environment; to maximize residential development potential in order to take advantage of the accessibility offered by transportation facilities; to encourage innovative

design and integration of residential and commercial use in order to provide alternative housing styles and a mix of retail, residential, commercial, and recreational uses.

Consistent with the complex urban character of the C4(OX)-2-D Zone, it is intended that Plot Plan review of Mixed Use Developments emphasize the flexible application of the provisions of the ordinance governing design standards, landscaping, signage, lighting and parking.

- C. To promote compatible development which provides the community with adequate housing in all income categories through incentive mechanisms.
- D. To provide guidelines and a process for review and appeal of exterior and site design, renovations, signs for buildings and structures and other developments.
- E. To promote orderly, attractive and harmonious development, minimize environmental effects of development, stabilize land values and investments and promote the general welfare by prohibiting buildings, structures or uses which are inconsistent with the purposes or standards of this Specific Plan or which are inappropriate to their sites, surroundings, traffic circulation impacts or their environmental setting.
- F. To adequately buffer all existing single-family uses from new commercial and residential development in the C4(OX)-2-D Zone.
- G. To ensure mixed use development takes place in accordance with the Venice Community Plan Amendment for the Oxford Triangle by implementing the Community Commercial land use adopted by the City Council on November 25, 1986.
- H. To assure that development proceeds in an orderly fashion and in conformance with the General Plan of the City of Los Angeles.
- I. To coordinate development in the Oxford Triangle area with transportation improvements implemented by the Coastal Transportation Corridor Specific Plan.
- J. To protect the existing single-family residences from any transportation oriented uses along the abandoned Pacific Electric right-of-way between Washington Street and the Maxella Avenue alignment.
- K. To provide for proper changes in land use regarding properties within the C4(OX)-2-D Zone by encouraging the elimination of existing non-conforming uses consistent with the Los Angeles Municipal Code.

Section 3. RELATIONSHIP TO OTHER PROVISIONS OF THE MUNICIPAL CODE OF THE CITY OF LOS ANGELES.

- A. The regulations of this Specific Plan area in addition to those set forth in provisions of the Municipal Code of the City of Los Angeles and do not convey any rights not otherwise granted under such other provisions, except as specifically provided herein.
- B. Whenever this Specific Plan contains provisions which differ from, or conflict with, provisions contained in Chapter 1 of the Los Angeles Municipal Code, the Specific Plan shall prevail and supersede the applicable provisions of the Code. Procedures for the granting of exceptions to the requirements of this Specific Plan are established in Section 11.5.7 D of Chapter 1 of the Los Angeles Municipal Code. An application for an exception from this Specific Plan pursuant to Section 11.5.7 D does not require any additional application pursuant to the provisions of Sections 12.24, 12.27 or 12.23 of the Los Angeles Municipal Code.

Section 4. DEFINITIONS.

Whenever the following terms are used in this ordinance with the first letter or letters capitalized, they shall have the meaning specified below unless the context clearly indicates to the contrary. Whenever any other term is used in this ordinance, it shall have the meaning specified in Section 12.03 of the Los Angeles Municipal Code, if defined therein.

Floor Area: The total square footage of a building's floor area as provided in Section 12.21.1 A 5 and 12.21.1 B 4 of the Los Angeles Municipal Code.

Floor Area Ratio (FAR): The ratio between the total square footage of a building's floor area and the buildable area of the lot.

Map: The map contained in this ordinance.

Mixed Use Development: Any development within the Specific Plan area which contains in an initial phase or in any subsequent phase of development combination of residential use and any use permitted in the C4(OX)-2-D Zone.

Plot Plan: A document or documents which pictorially describe, by means of professionally accepted architectural graphic techniques, the location, appearance, configuration and dimensions of any proposed buildings, structures and attendant site improvements including, but not limited to, landscaping and signs, and any public or private easements.

Section 5. ZONE REGULATIONS.

A. General Provisions.

1. **Change of Zone within Specific Plan Area.** Section 12.04 of the Los Angeles Municipal Code is hereby amended by changing the zones and zone boundaries, and the height district and district

boundaries, shown upon a portion of the Zoning Map incorporated therein and made a part of Article 2, Chapter 1 of the Los Angeles Municipal Code, so that such portion of the Zoning Map shall conform to the zoning on the Map set forth in Section 1 of this ordinance.

2. Pursuant to Section 12.32 L of the Los Angeles Code, the following limitation is hereby imposed upon the use of that property shown in the C4(OX)-2-D Zone in Section 1 thereof, which is subject to the "D" Development Limitation Classification: a building or structure may be built to a floor area ratio not to exceed three times the buildable area of the lot.

- B. **C4(OX)-2-D Community Commercial Zone.** Notwithstanding any provision of Section 12.16 of the Los Angeles Municipal Code to the contrary, within the Oxford Triangle Specific Plan, every lot classification in the C4(OX)-2-D Zone shall conform to the following:

1. **Use.** Subject to the applicable limitations, density allowances and provisions of this ordinance, no building, structure or land shall be used and no building or structure shall be erected, structurally altered, enlarged or maintained within the C4(OX)-2-D Zone, except for those uses permitted in the C4 Zone, including conditional uses enumerated in Section 12.24 of the Code when permitted pursuant to the provisions of such Section and those uses permitted in the R3 Zone. Notwithstanding the foregoing, the following uses shall be prohibited:

- a. Residential uses in excess of R3 provisions except by density allowance contained in this Specific Plan.
- b. Adult bookstore.
- c. Adult motel.
- d. Automobile repair.
- e. Fraternity house.
- f. Gasoline station, except gasoline pumps within a wholly enclosed structure and accessory to another use.
- g. Helicopter landings.
- h. Message parlor.
- i. Rescue mission.
- j. Sorority house.
- k. Recyclable material collection.
- l. Shopping center less than 45,000 square feet.

- m. Car wash, except within a wholly enclosed structure.
- n. Restaurant with substantial drive-thru or take-out service.
- o. The following commercial uses when freestanding:
 - 1) The sale or dispensing for consideration of alcoholic beverages, or beer and wine, for consumption off-site of the premises.
 - 2) Dance hall.
 - 3) Grocery store.
 - 4) Video arcade.

2. Floor Area.

- a. The total floor area used for commercial uses within all the main buildings on a lot shall not exceed a Floor Area Ratio of 1.5, except as provided in Section 6 of this ordinance.
- b. The total floor area used for residential purposes shall not exceed that permitted in the R3 Zone except as provided in Section 6 of this ordinance.

- 3. **Height.** All proposed buildings shall be designed so as not to cast shadows on any single-family residential development adjacent and within the Specific Plan area between the hours of 10 a.m. and 4 p.m. at the Summer Solstice, for more than one hour, as determined by the Director of Planning as part of site plan review.

In accordance with Citywide Ordinance No. 161,684, commonly referred to as the "Neighborhood Protection Ordinance," which became effective November 3, 1986, the height of buildings on a C4(OX)-2-D zoned lot within the area designated as the Oxford Triangle shall not exceed the height limits set forth below when located within the distances specified from a lot classification in the R1 Zone:

<u>Distance</u>	<u>Height</u>
0 to 49 feet	25 feet
50 to 99 feet	33 feet
100 to 199 feet	61 feet

- 4. **Existing Nonconforming Uses.** The existing non-conforming industrial uses currently located in the C4-(OX)-2-D Zone shall be eliminated according to the provisions set forth in Section 12.23 A, B, and C of the Los Angeles Municipal Code.
- 5. **Yards.** Yard restrictions for new commercial and residential uses within the C4(OX)-2-D Zone shall be the same as those specified in Section 12.16 C of the Los Angeles Municipal Code.

- C. **Buffer.** Subject to the applicable limitations and provisions of this ordinance, the rights and requirements of underlying zones in the area designated as Buffer within the Specific Plan area shall be limited as follows: abandoned Pacific Electric right-of-way between the Maxella Avenue alignment and Washington Street is intended to serve as a buffer between this residential community and Marina del Rey to the south. Any development taking place on lots within the abandoned right-of-way shall be subject to the authority of the City Planning Commission, as set forth in Section 8 of this ordinance, to determine the appropriate use of the property and to approve such use by discretionary action if it finds that such use is proper in relation to adjacent uses, desirable to the public welfare, and consistent with the elements and objectives of the General Plan.

Section 6. DENSITY ALLOWANCE PROVISIONS.

A. Density Allowance for Mixed Use Developments.

- 1. **Increased Density, Floor Area and Height.** Notwithstanding any provision of this ordinance, the City Planning Commission, or the City Council on appeal, shall have the authority to: (1) grant a density and intensity allowance on the C4(OX)-2-D property listed in Section 5 of this ordinance up to three times the buildable area of a lot; (2) grant unlimited height; and (3) permit other incentives for developments that:
 - a. Provide residential units in the C4(OX)-2-D Zone as a Mixed Use Development in the same structure or commercial facility; or
 - b. Provide residential units on adjacent parcels in the C4(OX)-2-D Zone as part of an integrated and phased mixed use project. A covenant shall be recorded in the Office of the County Recorder of Los Angeles County, California, binding all owners, heirs and assigns to maintain the dwelling units for the duration of the associated commercial development.
- 2. **Combined Parking Standards.** For Mixed Use Developments within the Specific Plan area, determination of parking requirements shall be made by first determining the required number of parking spaces for each individual use within such mixed use developments based upon a standard of 3 spaces per 1,000 square feet for developments that are commercial, and standards that would otherwise be required by the Los Angeles Municipal Code for uses not covered by this ordinance. The total number of parking spaces for a given time of day is calculated by applying the formulas listed below. The resulting parking requirements for such Mixed Use Developments shall be the greatest number of parking spaces resulting from the application of each of the formulas for the critical peak-hour periods of 10:00 a.m., 12:00 noon, and 7:00 p.m. Other uses not accounted for in the formulas below may be added at the approval of the Director of Planning.

10:00 a.m.	Office - 100% Residential - 100% Hotel Guest - 40% Hotel Restaurant - 20% Hotel Meeting Room - 40% Retail - 50% Other Restaurant - 20% Theater - 10% Church/Auditorium, etc. - 10%
12:00 Noon	Office - 92% Residential - 100% Hotel Guest - 30% Hotel Restaurant - 100% Hotel Meeting Room - 75% Retail - 100% Other Restaurant - 65% Theater - 10% Church/Auditorium, etc. - 10%
7.00 p.m.	Office - 5% Residential - 100% Hotel Guest - 100% Hotel Restaurant - 100% Hotel Meeting Room - 100% Retail - 80% Other Restaurant - 100% Theater - 100% Church/Auditorium - 20%

B. **Density Allowance for Providing Low and Moderate-Income Housing and Housing for the Elderly.** Notwithstanding any provision of this Article, the City Planning Commission or the City Council, on appeal, shall have the authority to: (1) grant a density allowance of at least 25 percent of the number of market rate units over the maximum allowable density allowed by zones and bonuses in this ordinance not to exceed an FAR of 3 to 1; or (2) provide other incentives from developments that:

1. Construct at least 25 percent of the total dwelling units in a housing development consisting of five or more dwelling units for persons and families of low- and moderate-income, as defined in Section 50093 of the Health and Safety Code; or
2. Construct at least 10 percent of the total units in a housing development of five or more units for lower income households as defined in Section 50079.5 of the Health and Safety Code, or housing for the elderly as defined in Section 50067 of the Health and Safety Code.

Such sales and/or rental units shall continue to be offered exclusively to eligible persons of low or low and moderate income or elderly tenants for a minimum period of 25 years in accordance with regulations and procedures administered by the Community Development Department.

In the case of rental housing units, the Housing Authority of the City of Los Angeles shall have the right to lease affordable rental housing to be rented pursuant to this ordinance. Said right shall be assignable by the Housing

Authority to prospective tenants determined by the Authority to be eligible for housing. Should an assignee not meet the tenant selection criteria of the lessor, or upon subsequent termination of the tenancy, the right shall revert to the Housing Authority for subsequent assignment to an eligible tenant.

C. **Alternative Incentives.** One or more of the following alternative incentives may be considered in lieu of or in addition to a density allowance in cases where either the applicant requests an alternative incentive or the City Planning Commission or City Council, on appeal, finds that an alternative would result in a positive impact on surrounding properties or on the City as a whole:

1. Priority processing.
2. Waiver or reduction of other fees.
3. In-lieu transportation fees (as defined in Coastal Ordinance No. 168,999).
4. Combined parking standards.
5. No covered parking requirements.
6. Reduced open space requirements.
7. Reduced landscaping requirements.
8. Transfer of development rights, as specified in Section 7 of this Ordinance.
9. Land dedicated to public use by a project may be included as buildable area for the purposes of calculating the floor area ratio.
10. Other incentives suggested by applicant, except reduced parking is not an incentive unless otherwise provided by the Los Angeles Municipal Code.

Section 7. CONDITIONS OF DENSITY ALLOWANCE APPROVAL

A. **Procedure.** In order to provide for the safety and general well being of the Venice Community, the Conditional Use process, as specified in Section 12.24 B 3 of the Los Angeles Municipal Code shall be required for all density allowance of this Specific Plan in the C4(OX)-2-D Zone.

The City Planning Commission, or the City Council on appeal, shall make the findings as set forth in Section 12.24 B 3 of the Los Angeles Municipal Code and shall also consider the following guidelines:

1. No such application shall be accepted for density allowance for a mixed use development, as defined in Subsection 6A, that does not provide housing at 15 percent of the total footage built or a minimum of 200,000 square feet, whichever is greater.

2. The Plot Plan contains uses which may be located in a single building or in separate buildings, provided that all parcels within a project shall be contiguous. Parcels separated by a walkway, easement or street shall be considered contiguous for the purpose of this ordinance.

Exception: Residential uses developed in conjunction with the C4(OX)-2-D Mixed Use Zone may be clustered within the C4(OX)-2-D zoned portion of the block adjacent to existing residential development bounded by Berkeley Drive, Thatcher Avenue, Princeton Drive, and Carter Avenue, as well as the C4(OX)-2-D zoned portion fronting on Thatcher Avenue within the block generally bounded by Princeton Drive, Lincoln Boulevard, Maxella Avenue, and Thatcher Avenue.

3. The Plot Plan proposes uses, despite their degree of contiguity, as being under single ownership or owned by a partnership with a common general partner.
4. For each dwelling in the mixed use development, there must be provided at least 10 square feet of indoor recreation space and at least 50 square feet of common open space. This space shall be available and accessible to residents of the development. Common open space may be located on the ground, on terraces, or on roof tops, and shall be landscaped or developed for active or passive recreation. It may include roofed recreation areas or summer houses enclosed on more than one side, unenclosed porches and swimming pools and other water features. Common open space shall not include land use for required yards, private streets, driveways, parking, loading or service areas, but may include walkways.
5. Priority consideration shall be given to locating residential uses constructed as part of the C4(OX)-2-D Zone adjacent to existing neighborhoods. The housing must be designed to be compatible with surrounding uses. The minimum residential development that is part of a mixed use project shall be required to be developed either concurrent with the first phase of total development, or before any commercial uses are constructed in excess of 1.5 times the site area.
6. The proposed project includes conditions to reduce any adverse impact on on-street parking.
7. The proposed project includes conditions to reduce adverse impacts on traffic as set forth in the Coastal Transportation Corridor Specific Plan, Ordinance No. 168,999.
8. The proposed project will not be materially detrimental to the character of the development in the immediate neighborhood.
9. Existing single-family residential uses shall be reasonably buffered from adjacent commercial uses, including parking structures, where such uses contain

sources of noise, lighting, odor or other nuisance or hazard not compatible with such residential development.

10. For properties zoned C4(OX)-2-D, under a development proposal utilizing the transfer of development rights incentive, in no case shall commercial density be transferred to a location adjacent to existing single-family residential uses. Furthermore, transfer of residential densities shall be encouraged in proximity to existing single-family residential neighborhood, said new residential development shall be compatible in terms of height and privacy provisions for existing homes, and shall provide for noise attenuation where noise may impact existing residences.

- B. **Fees.** The application and appeal fee for a Density Allowance application shall be the same as that for a Conditional Use by Commission 12.24 B as set forth in Section 19.01 C of the Los Angeles Municipal Code.

Section 8. DEVELOPMENT OF ABANDONED RIGHT-OF-WAY.

- A. **Procedure.** In order to provide for the safety and general well being of the Venice Community, and particularly the single-family residences in the Specific Plan area, the Conditional Use process, as specified in Section 12.24 B 3 of the Los Angeles Municipal Code, shall be required for all development within the abandoned railroad right-of-way between Washington Street and the Maxella Avenue alignment.

Upon the filing of an application, the City Planning Commission or its designee shall conduct a public hearing and determine the appropriate use of the property; and shall approve such use by discretionary action if it finds that such use is proper in relation to adjacent uses, desirable to the public welfare, and consistent with the elements and objectives of the General Plan. In granting such use, the City Planning Commission, or the City Council or appeal, shall impose conditions on the same basis as it would in granting a conditional use approval pursuant to Section 12.24 B of the Los Angeles Municipal Code.

Procedures for such hearing, including conditions of approval, notice and time limits shall be as set forth for Conditional Uses in Section 12.24 B 3 of the Los Angeles Municipal Code.

The City Planning Commission, or the City Council on appeal, shall make the findings as set forth in Section 12.24 B 3 of the Los Angeles Municipal Code and shall consider the following guidelines:

1. The Plot Plan for the right-of-way contains uses compatible with the adjoining single-family uses.
2. No transportation uses adjacent to the single-family uses and on any portion of the railroad right-of-way between Washington Street and the intersecting Maxella Avenue alignment will be permitted.

3. The railroad right-of-way, as a buffer, provides for noise attenuation where any use contains sources of noise not compatible with existing residential uses. Buffer mechanisms might include performance standards pertaining to noise levels and additional landscaping with berms and acoustical walls.

B. **Fees.** The application and appeal fee for a development within the abandoned railroad right-of-way shall be the same as that for a Conditional Use by Commission (Section 12.24 B) as set forth in Section 19.01 C of the Los Angeles Municipal Code.

Section 9. STANDARDS FOR DEVELOPMENT.

A. Building Standards.

1. All proposed buildings or structures shall conform to all applicable provisions contained within this Specific Plan.
2. The design of all proposed buildings or structures shall be applied with equal consideration to all elevations visible from adjacent major public streets, plazas, pedestrian walkways, or single-family homes within the Specific Plan area.
3. Colors and types of exterior building materials and the facade of any parking structure shall be designed so that they reasonably complement the exterior of adjoining structures, provided those adjoining structures conform to the uses allowed by the C4(OX)-2-D Zone.
4. All proposed buildings or structures shall be designed to minimize adverse effects of reflective glare upon vehicular traffic on major public streets and residential structures adjacent to the development and/or within the Specific Plan area.
5. The facade or landscaping of any parking structure shall be designed in a manner which substantially screens automobiles contained therein when viewed from adjacent major public streets, plazas, pedestrian walkways or single-family homes within the Specific Plan area.
6. All proposed buildings or structures shall be designed in such a fashion so that all ventilation, heating or air conditioning ducts, tubes, equipment, or other related appurtenances are adequately screened when viewed from adjacent major public streets, plazas, pedestrian walkways or single-family homes within the Specific Plan area, unless such appurtenances have been employed as an integral and harmonious component in the design.
7. The proposed buildings which face the single-family residential neighborhood shall be designed to preserve the privacy of the residential neighborhood.

B. Landscape, Sign and Buffering Standards.

1. All open areas (including any roof of any subterranean parking building or structure) not utilized for buildings, driveways, parking areas, recreational facilities or walks shall be landscaped.
2. All proposed signs shall be architecturally compatible with adjacent structures given their proposed location, size and purpose. Neither rooftop signs nor billboards will be permitted in the C4(OX)-2-D Zone.
3. Existing single-family residences shall be reasonably buffered from adjacent commercial uses including parking structures where such uses contain sources of noise, lighting, odor, or other nuisance or hazard not compatible with such residential uses. Such buffer mechanisms might include performance standards pertaining to noise levels and additional landscaping and tree provisions.

C. Transportation and Traffic Standards.

1. Vehicular access to the proposed buildings or structures will not be permitted to or from Lincoln Boulevard unless acceleration and deceleration lanes are dedicated or provided on-site if required.
2. Driveway plans shall be approved by the Department of Transportation and the Bureau of Engineering.
3. The proposed development shall comply with the provisions of the Coastal Transportation Corridor Specific Plan in effect as of the date of approval of the Plot Plan by the Director of Planning.
4. To the extent feasible as determined by the Director of Planning, access restrictions shall be implemented such that vehicular and pedestrian traffic will not be permitted from buildings and development within the C4(OX)-2-D Zone to the existing single-family areas.

An acoustical study of the railroad right-of-way shall be required in conjunction with Plot Plan and/or conditional use approval process for the buffer between Washington Street and the Maxella Avenue alignment.

Section 10. PLOT PLAN REVIEW.

- A. **Jurisdiction.** No building permit shall be issued for any building, structure or other development of property in the C4(OX)-2-D Zone which does not propose to utilize density allowance provisions as set forth in Section 6 of this ordinance unless plans, elevations and/or other graphic representations of the development have been reviewed and approved by the Director of Planning.

B. **Procedure.** All applications for Plot Plan review approval shall be submitted to the Office of General Planning in the Planning Department. Applications shall be deemed complete only if the following are included with the application:

1. Site plan (including illustration of shadow impacts in conformance with Section 5 B 3, if applicable).
2. Landscape plan;
3. Floor plan;
4. Elevations (including adjacent buildings or structures);
5. Sign plan; and
6. Samples of exterior building materials and/or sign construction materials.

The Plot Plan approval process set forth herein shall be in addition to, and not in lieu of, any subdivision proceeding, including public hearings as required therein, involving the property for which a Plot Plan approval is requested.

If the provisions of the Coastal Transportation Corridor Specific Plan, Ordinance No. 168,999, require a traffic study, such study shall be performed as part of the Plot Plan review process.

Upon the filing of a Plot Plan, the Director of Planning shall, within 30 days of such filing, approve the Plot Plan if such Plot Plan complies with the standards stated in Section 9 of this ordinance. If the Director of Planning fails to act on a request for Plot Plan approval within the time limit specified in this Subsection B, the Plot Plan shall be deemed approved. Any prior findings or determination or compliance, conformity or consistency with any of the above-listed standards, or portions thereof, made by the City in connection with the approval of a subdivision which includes the property for which Plot Plan approval is requested, shall be binding on such Plot Plan approval, and vice versa.

C. **Conditions of Approval.** In approving a Plot Plan, the Director of Planning may impose reasonable conditions deemed necessary to insure that the Plot Plan will be in accord with the design standards set forth in Section 9 and 10 of this ordinance and may make such Specific Plan zone boundary interpretations or adjustments as may be necessary when such zone boundary interpretations or adjustments meet the overall intent of the Specific Plan regarding location and land uses; and/or to ensure that the affected zone boundaries precisely coincide with street, alley or lot lines.

D. **Fees.** Fees for filing of any required Plot Plans shall be the same as those for approval of an application required for a landscaping plan, as established in Section 19.01 I of the Code.

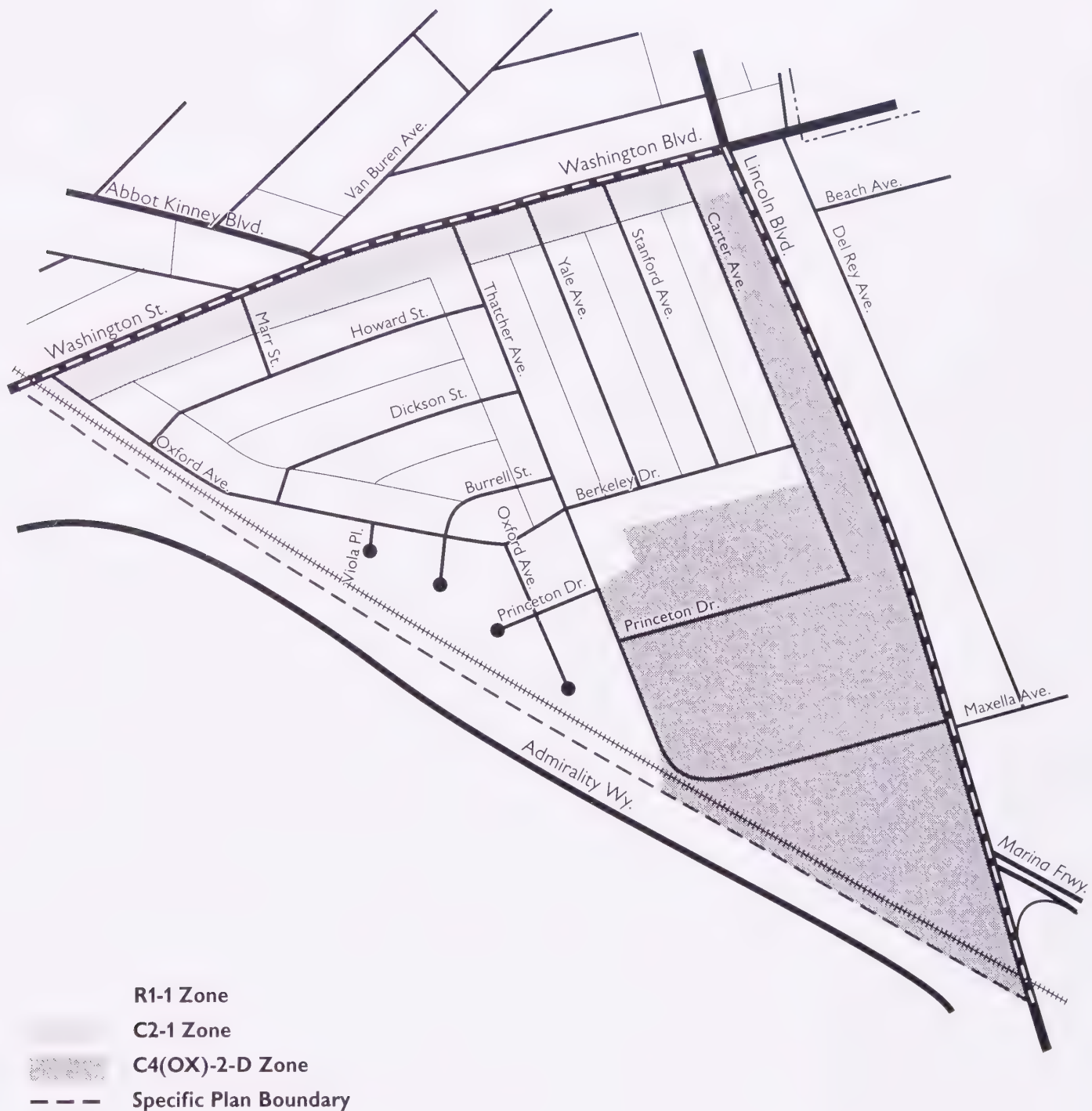
E. **Application to Existing Buildings or Structures.** Notwithstanding anything herein to the contrary, the requirements of Sections 9 and 10 shall not be applicable to repairs or alterations, including structural alterations, which do not involve an addition to or enlargement of buildings or structures which existed within the Specific Plan area upon the effective date of this ordinance. No condition may be imposed on a Plot Plan approval for any new building or structure within the Specific Plan area where such condition would require any such existing building or structure to meet the requirements set forth in Section 9 or 10 of this ordinance. No condition may be imposed on a Plot Plan approval for any addition to or enlargement of any such existing building or structure where the use thereof conforms to the regulations of the zone in which it is located and where such condition would require any such existing building or structure to meet the requirements set forth in Section 9 and 10 of this ordinance.

F. The Plot Plan review process shall be included as a part of any Coastal Development Permit approval process, so that a public hearing is held where the residents of the neighborhood may testify.

Section 11. SEVERABILITY. If any provision of this ordinance or the application thereof, to any person, property or circumstances, is held invalid, the remainder of this ordinance, or the application of such provisions to other persons, property or circumstances, shall not be affected thereby.

2800T4 (030695)

Oxford Triangle Specific Plan



Specific Plan Area

Not to Scale

J. Odell 6/95

Part 5

OXFORD TRIANGLE SPECIFIC PLAN

Ordinance No. 162,509

Effective July 31, 1987

Corrected by Ordinance No. 170,155

Effective January 14, 1995

ADMINISTRATIVE RESPONSIBILITIES

Applicant

- ° The applicant shall file an application for Plot Plan review, density or intensity allowance or alternative incentives for mixed use development, or development within the railroad right-of-way, as applicable. (7, 8, 10)

An application for Plot Plan review requires submittal of a site plan, landscape plan, floor plan, elevations (including elevations of adjacent buildings or structures), sign plan, and samples of exterior building materials and/or sign construction materials. If a traffic study is required by the Coastal Transportation Corridor Specific Plan, then such study shall also be submitted with the application. An application for development within the railroad right-of-way requires submittal of an acoustical study.

Department of Planning

- ° The Director of Planning shall make the determination on an application for Plot Plan review in accordance with the requirements of Sections 9 and 10 of the Specific Plan. (10)

City Planning Commission

- ° The City Planning Commission shall make a determination for density or intensity allowance or alternative incentives for a Mixed Use Development, and for development within the railroad right-of-way between the Maxella Avenue alignment and Washington Street. (5C, 6, 7, 8)
- ° The City Planning Commission shall make a determination on an appeal of the determination of the Director of Planning on an application for Plot Plan review.

Department of Transportation and Bureau of Engineering

- ° The Department of Transportation and Bureau of Engineering shall approve driveway plans. (9C)

City Council

- ° The City Council shall make a determination on an appeal of a determination by the City Planning Commission. (6A1, 7A)

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280MISC(032395)

Part 1

GLENCOE/MAXELLA SPECIFIC PLAN Ordinance No. 169,102 Effective November 21, 1993

SUMMARY OF PROVISIONS

The purpose of the Specific Plan is to protect existing established industrial uses, encourage the preservation and expansion of light industrial uses and permit the development of housing.

As described and shown on the Specific Plan Map, the lots fronting on Lincoln Boulevard are zoned M1-1 and all other lots are zoned CM(GM)-2D-CA.

- ° CM(GM) refers to the Commercial Manufacturing Glencoe/Maxella Zone, a new zone;
- ° 2D refers to the Height District as set forth within the Specific Plan;
- ° CA refers to the Commercial and Aircraft District, a supplemental use district, as set forth in Section 13.06 of the Code.

Land Use

Permitted uses in the CM(GM) Zone include CM Zone uses, conditional uses, and other uses as specified in any existing building or structure constructed prior to 1952 or for which a certificate of occupancy was issued prior to the effective date of the Specific Plan.

Prohibited uses in both the CM(GM) and M1 Zones include amusement enterprises, banks and saving and loans, car washes, gasoline stations, hotels, mini-shopping centers, off-site commercial signs, retail shopping centers in excess of 65,000 square feet and any use not listed which is determined by the Department of Transportation to generate more than 6.0 p.m. peak hour trips per 1,000 square feet of gross area.

Yards

Yard regulations address front, side and rear yards for residential, non-residential and mixed use projects.

Projects fronting on Beach Avenue shall have at least a five-foot front yard; on Redwood, a 25-foot front yard and all other streets, a 10-foot front yard

Side yards of at least five feet plus one foot for each story above the second story are required for all projects; seven-foot side yards are required between residential and non-residential projects or development.

Rear yards for residential projects shall be at least 15 feet and for non-residential projects, 7 feet, except non-residential and mixed use projects on Beach Avenue shall not require a rear yard.

Yards for the residential portion of mixed use projects shall be as for residential projects, beginning on the first story used for residential purposes.

Density

Residential projects with a minimum of 25% of dwelling units reserved for low and moderate income rent levels shall be permitted one dwelling unit per 600 square feet of lot area, and a maximum FAR of 2.0:1.

All other residential projects shall be permitted one dwelling unit per 800 square feet of lot area, and a maximum FAR of 1.75:1.

Commercial and industrial projects fronting on Beach Avenue shall be permitted a FAR of 1.5:1, and on other streets, an FAR of 1.0:1.

Mixed use projects shall be permitted a combined FAR of 1.0:1.

Height

Non-residential projects and uses shall not exceed 45' in height and residential projects, 55' in height. Residential uses exceeding 45' in height shall set back an additional distance equal to the increment in height over 45'.

Parking

Parking requirements are specified for:

- Multiple-family dwelling units
- Boarding and lodging houses
- Veterinary hospitals
- Health studios
- Commercial banks
- Child care centers
- Business and trade schools
- Dance halls
- General offices
- Restaurants

Development Standards

Air filtration system, trash storage and recycling facility, soil assessment and landscaping are required for new residential units and for non-residential projects in excess of 10,000 square feet. Dual-glazed windows are required for the residential portion of projects.

Nonconforming Rights

Restoration of damaged buildings:

- A legally existing building damaged to not more than 75% of its replacement value may be restored provided that the cost of restoration does not exceed 75% of its replacement value.

Rights of existing buildings or structures:

- A building nonconforming as to height, lot area or yard regulations may be replaced or added to provided that the use and occupancy and addition are consistent with Sections 6 and 7 of the Specific Plan, that total cost shall not exceed 50% of the replacement value and that additions do not exceed a cumulative total of 10,000 square feet.

Nonconforming use of land:

- LAMC Section 12.32 C 1(c)(1) shall not apply to a use of land existing on the effective date of the Specific Plan.

Highway and Street Improvements

Highway and street designations, and roadway and right-of-way standards, are established for various public roadways within the Specific Plan area.

Dedication and improvement regulations are established for specified streets for any non-residential development in excess of 10,000 square feet.

The Department of Transportation may prohibit on-street parking on Glencoe Avenue when all lots have been improved.

290GM1(032195)

Part 2

GLENCOE/MAXELLA SPECIFIC PLAN
Ordinance No. 169,102
Effective November 21, 1993

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290GM2(110394)

Part 3

GLENCOE/MAXELLA SPECIFIC PLAN
Ordinance No. 169,102
Effective November 21, 1993

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<u>PROVISION</u>	<u>HIGHLIGHTS</u>	<u>SECTION</u>	<u>PROVISION</u>	<u>HIGHLIGHTS</u>	<u>SECTION</u>
			Parking	Multiple family dwelling units - 1 guest space per 2 dwelling units, plus: 1 for units under 3 rooms; 1.5 for 3-room units; 2 for units over 3 rooms.	6F1
Zoning	Lots are zoned either CM(GM)-2D-CA or M1-1.	5		Boarding and lodging houses - 2 spaces per 3 guest rooms	6F2
Land Use	Permitted uses include CM Zone uses, conditional uses and others.	6A		Medical facilities - 1 space per 100 sq. ft.	6F3
	Prohibited uses	6B		Financial institutions - 1 space per 200 sq. ft.	6F4
Yards	Front yards of 10 ft., except on Redwood and Beach Avenues.	6C1		Child care centers - 1 space per 500 sq. ft.	6F5
	Side yards of 5 feet or more, except for residential and non-residential projects fronting on Beach Avenue and abutting properties.	6C2		Trade schools - 1 space per 25 sq. ft.	6F6
	Rear yards of 15 ft. for residential projects and 7 ft. for non-residential except on Beach Avenue.	6C3		Halls - 1 space per 75 sq. ft.	6F7
	Yards for mixed use projects comply with Sections 6C1,2 & 3.	6C4		Offices - 1 space per 250 sq. ft.	6F8
Density	Residential with 25% of low and moderate income rents permits density of 1 dwelling unit per 600 sq. ft. of lot area, and FAR of 2:1.	6D		Restaurants and bars - 1 space per 30 sq. ft.	6F9
	Other residential permits 1 dwelling unit per 800 sq. ft. of lot area, and FAR of 1.75:1.			Laundromats and cleaners - 1 space per 200 sq. ft.	6F10
	Commercial and industrial on Beach Avenue permits FAR of 1.5:1, and on other streets, FAR of 1:1.		Development Standards	For new residential and non-residential in excess of 10,000 sq. ft.	6G
	Mixed use projects permit a combined FAR of 1:1.			Air filtration systems	6G1
				Dual-glazed windows	6G2
				Trash storage and recycling facilities	6G3
				Soil assessment	6G4
				Landscaping standards	6G5
Height	Non-residential not to exceed 45-ft. height, and residential and mixed use not to exceed 55-ft. height. Residential uses exceeding 45-ft. height are set back an additional distance equal to the increment in height over 45 ft.	6E	Nonconforming Rights	Restoration of damaged buildings	6H1
				Rights of existing buildings or structures	6H2
				Nonconforming uses	6H3

<u>PROVISION</u>	<u>HIGHLIGHTS</u>	<u>SECTION</u>
Highway and Street Improvements	Highway and street designations	7A
	Glencoe Avenue - 80 ft. Modified Secondary Highway	
	Maxella Avenue (Glencoe to Lincoln) - Secondary Highway	
	Maxella Avenue (Glencoe to Redwood) - 64-ft. Collector Street	
	Redwood Avenue - 64-foot Collector Street	
	Dedications and improvements precede building permits for any new residential or non-residential project exceeding 10,000 sq. ft.	7B
	Department of Transportation may prohibit on-street parking on Glencoe Avenue when all lots have been improved.	7C

290GM3(032195)

Part 4

GLENCOE/MAXELLA SPECIFIC PLAN
Ordinance No. 169,102
Effective November 21, 1993

An ordinance establishing a specific plan, known as the Glencoe/Maxella Specific Plan, for a portion of the Palms-Mar Vista-Del Rey and Venice Community Plan areas.

THE PEOPLE OF THE CITY OF LOS ANGELES
DO ORDAIN AS FOLLOWS:

Section 1. THE ESTABLISHMENT OF THE GLENCOE/MAXELLA SPECIFIC PLAN.

The Glencoe/Maxella Specific Plan is hereby established and is applicable to that area of the City of Los Angeles shown within the heavy lines on the Specific Plan.

Section 2. PURPOSES. The purposes of this Specific Plan are as follows:

- A. To assure that future development of the Glencoe/Maxella area occurs in an orderly, attractive, and harmonious manner;
- B. To protect the existing, established industrial uses within the Specific Plan Area, and to encourage the preservation and expansion of light industrial uses which provide skilled jobs for local residents;
- C. To permit the development of housing within the Specific Plan area;
- D. To protect adjacent residential neighborhoods from potential adverse environmental impacts from development within the Specific Plan area;
- E. To insure that differing land uses in close proximity to each other will be compatible;
- F. To enhance the future development of the area by establishing coordinated and comprehensive standards for height, density, land use, yards and parking; and
- G. To promote a park-like setting and provide shade for pedestrian traffic throughout the Specific Plan area through the planting of trees, shrubs and native drought resistant plants.

Section 3. RELATIONSHIP TO OTHER PROVISIONS OF THE MUNICIPAL CODE.

- A. The regulations of this Specific Plan are in addition to those set forth in the planning zoning provisions of Chapter 1 of the Los Angeles Municipal Code (Code), and any other relevant ordinances, and do not convey any

rights not otherwise granted under the provisions and procedures contained in that Chapter and other relevant ordinances, except as specifically provided herein.

- B. Wherever this Specific Plan contains provisions which require greater yard requirements, lower heights, lower densities, more restrictive uses, more restrictive parking requirements, greater street dedications, or other greater restrictions or limitations on development; or less restrictive yard requirements, less restrictive heights, less restrictive densities, less restrictive heights, less restrictive densities, less restrictive uses, less restrictive parking requirements, lesser street dedications, or other less restrictive provisions than would be allowed or required pursuant to the provisions contained in Chapter 1 of the Code, the Specific Plan shall prevail and supersede the applicable provisions of that Code.
- C. The procedures for the granting of exceptions to the requirements of this Specific Plan are set forth in Section 11.5.7 D of the Code. In approving an exception from this Specific Plan pursuant to Section 11.5.7 D, the City Planning approve any conditional use under its jurisdiction. Only one fee shall be required for joint applications.
- D. By way of reference only, the following regulations or their successors, among other regulations, are applicable to Projects within the Specific Plan area: Site Plan Review Ordinance (No. 166,127); Sewer Ordinance (No. 163,565); Water Conservation Ordinance (No. 163,532); Coastal Transportation Corridor Specific Plan Ordinance (No. 168,999); and California Code of Regulations (CCR), Title 24 (energy conservation requirements).

Section 4. DEFINITIONS. Whenever the following words are used in this Specific Plan, they shall be construed as defined in this Section. Words and phrases not defined herein shall be construed as defined in Sections 12.03, 91.0407 and 91.6203 of the Code, if defined therein.

Applicant. An individual or entity submitting an application for a building permit for a project.

Project. Any construction, erection or addition to any building or structure, a change of use, use of land, or additional floor area on a lot located in whole or in part within the Specific Plan area which requires the issuance of a building permit or use of land permit. A project shall not include activity requiring building permits for only the alteration of existing structures solely relating to electrical, mechanical or plumbing work, facia, or signs (or any combination of the foregoing). In addition, a project shall not include interior or exterior construction or a change of use which does not increase the floor area, or have increased parking requirements pursuant to Section 6 F of this Specific Plan, or include a use which is prohibited by Section 6B of this Specific Plan.

Specific Plan Area. That area within the heavy lines on the map set forth in this Specific Plan.

CM(GM) Zone. A new zone described in Section 12.17.2 of the Code and applicable only to lots within the Specific Plan area.

Section 5. ZONING REGULATIONS.

- A. Section 12.04 of the Los Angeles Municipal Code is hereby amended by changing the zones and zone boundaries, and the height district and district boundaries, shown upon a portion of the Zoning Map incorporated therein and made a part of Article 2, Chapter 1 of the Los Angeles Municipal Code, so that such portion of the Zoning Map shall conform to the zoning on the Map set forth in this ordinance.
- B. All lots located within the Specific Plan area are zoned either CM(GM)-2D-CA or M1-1. Specifically, lots located within the block bounded by Lincoln Boulevard, Washington Boulevard, Del Rey Avenue, and Maxella Avenue are zoned M1-1. All remaining lots - those bounded by Del Rey Avenue, Washington Boulevard, Redwood Avenue, and Maxella Avenue - are zoned CM(GM)-2D-CA.
- For purposes of this Specific Plan, the symbol 2D refers to the density and height regulations set forth in Sections 6 D and E of this Specific Plan. The symbol CA refers to Commercial and Artcraft uses set forth in Section 13.06 of the Code.
- C. Except for the requirement to conform to Sections 6E, 6F, 6G3 and 7 of this Specific Plan, all projects on lots zoned M1-1 shall conform to the provisions of the Code regulating development of lots with M1 zoning and shall further conform with the requirements of the Height District 1 designation.
- D. Lots zoned CM(GM)-2D-CA shall conform with the requirements and restrictions found in Sections 6 and 7 of this Specific Plan.

Section 6. LAND USE REGULATIONS. Projects in the CM(GM)-2D-CA Zone shall comply with the following regulations:

A. Permitted Uses.

1. Those uses permitted in the CM Zone (including shelters for the homeless and those uses permitted in the R3 Zone), except for those uses prohibited by Subsection B below.
2. The following uses shall also be permitted in any existing building or structure constructed prior to 1952 or for which a certificate of occupancy was issued prior to the effective date of this ordinance:

Advertising structures manufacturing
Aircraft engine parts repairing,
reconditioning or rebuilding
Animal breeding and boarding
Animal hospital
Automobile parts, repairing or
reconditioning
Automobile rebuilding or reconditioning
Automobile undercoat spraying,
wholesale

Automobile upholstery, wholesale
Automobile repair
Babbitt metal manufacturing
Bathing cap manufacturing
Bathtub manufacturing
Beverage manufacturing, non-alcoholic
Billboard manufacturing
Blacksmith shop
Boat building, small
Body and fender repairing, automobile,
wholesale
Bottling plant
Box and crate assembly
Box spring manufacturing
Broom manufacturing
Brush manufacturing
Building furnishings cleaning
Button manufacturing
Cabinet shop
Candle manufacturing
Canvas products manufacturing
Carpet and rug cleaning plant
Case hardening
Cellulose products manufacturing
Cloth and fabric shrinking, sponging or
waterproofing
Coffee roasting
Cold storage plant
Commercial vehicle rental and storage
Concrete products manufacturing
Contractor's equipment rental storage
yard or plant
Cork products manufacturing
Cornice works
Dehydrating of food
Distribution plant or warehouse
Door manufacturing
Drug manufacturing
Dry cleaner
Egg candling and wholesale distribution
Electric foundry
Electric generator/motor manufacturing
Electric motor repair, wholesale
Electrical receiving or transforming
station
Electrical sign manufacturing
Electrical receiving or transforming
station
Electrical sign manufacturing
Electronic instruments and devices
manufacturing
Electronic products assembly and
manufacturing
Electroplating of small articles
Feather products manufacturing
Fibre products manufacturing
Flocking and silk screen processing
Food dehydration plant
Food products manufacturing
Foundry
Freight forwarding station or terminal
Freighting yard or terminal
Fruit preserving

Furniture assembly plant
 Furniture manufacturing
 Glass manufacturing
 Hair care products manufacturing
 Heat treating
 Household moving truck rental and storage
 Ice and cold storage plant
 Ice manufacturing or distributing
 Ink manufacturing
 Iron works, ornamental
 Juke box assembling
 Laundry Plant
 Light sheet metal products manufacturing
 Machine shop
 Mat manufacturing
 Metal spinning
 Metal stamp manufacturing
 Mortuary
 Motion picture production
 Motorcycle or motor scooter repair, wholesale
 Moving van storage or operating yard
 Musical instrument manufacturing
 Neon light and sign manufacturing
 Novelties manufacturing
 Open storage
 Orthopedic or surgical supplies manufacturing
 Paint mixing and paint products manufacturing
 Parcel delivery service
 Parking of trucks and buses
 Pharmaceutical manufacturing
 Phonograph record manufacturing
 Potato chip factory
 Printing or stencilling designs on fabric, cloth or wallpaper
 Printing or publishing establishment, wholesale
 Radio or telecommunications broadcasting transmitter
 Recreational vehicle storage
 Refrigeration plant, storage
 Research and development center
 Rubber products manufacturing
 Rubber stamp manufacturing
 Rug cleaning plant
 Sash manufacturing
 Sausage manufacturing
 Sheet metal manufacturing, light
 Sign manufacturing
 Soap manufacturing
 Soft drink manufacturing or bottling
 Stamp manufacturing
 Stencil manufacturing
 Stereo equipment manufacturing
 Synthetic rubber products manufacturing
 Tableware manufacturing
 TV broadcasting transmitter
 Tempering
 Tool manufacturing

Toy manufacturing
 Tractor rental yard
 Tractor manufacturing
 Trailer manufacturing
 Trailer, utility, rental and storage
 Truck repairing, overhauling or rental
 Truck sales or storage yard
 Vegetable cannery
 Venetian Blind manufacturing
 Veterinary hospital
 Washer manufacturing
 Water works or storage facilities
 Welding, acetylene or electric
 Window manufacturing
 Window shade manufacturing
 Woodworking shop
 Wood products manufacturing
 Wool products manufacturing

3. Those conditional uses approved pursuant to the provisions of Section 12.24 of the Code unless expressly prohibited by Subsection B below.
4. Commercial and Aircraft uses shall be permitted provided such uses conform with the requirements of Section 13.06 of the Code.
5. Any existing building or structure for which a certificate of occupancy was issued prior to the effective date of this ordinance, which contains a permitted use as set forth in Subdivision 2 above, shall be permitted to expand its facilities by up to a cumulative total of 10,000 square feet, provided that such expansion complies with all applicable provisions of this Specific Plan.

B. Prohibited Uses. The following uses are prohibited:

Amusement enterprises
 Arena
 Auditorium
 Auto ride amusement
 Automotive fueling and service station
 Banks and savings and loans, walk-in and drive-through
 Baseball batting range
 Baseball field
 Bath, Turkish and the like
 Bathhouse and plunge
 Billiard parlor
 Bingo
 Bowling alley
 Boxing arena
 Cabaret
 Car wash
 Carnivals and rides, transient
 Carousel
 Circus, transient
 Convert hall
 Convenience market, 5,000 square feet of gross floor area or smaller
 Escort bureau
 Fairgrounds, public

Ferris wheel
 Football stadium
 Fun house
 Games of skill and science
 Gasoline station
 Golf driving range
 Hotel
 Ice skating rink
 Massage parlor
 Masseur or masseuse
 Merry-go-round
 Miniature golf course
 Mini-shopping centers as defined in Section
 12.24 C 56 (formerly 12.24 C1.1(C)(3))
 of the Code
 Motel
 Motion picture theater
 Off-site commercial signs
 Penny arcade
 Pitch and putt golf course
 Pony riding ring
 Pool hall
 Post office
 Restaurants and cafes, except those fronting on
 Maxella Avenue west of Glencoe Avenue, or those
 of less than 1,500 square feet which are located
 in a building containing another main use
 Retail shopping centers in excess of 65,000
 square feet
 Roller skating rink
 Shooting gallery
 Showcase theatre
 Side show, circus, transient
 Skateboard track
 Skating rink
 Slot car racing
 Sports arena
 Stadium
 Station, bus, railway or stage
 Striptease show
 Video game arcade
 Wrestling arena

Any use not listed above which is determined by the Department of Transportation to generate more than 6.0 p.m. peak hour trips per 1,000 square feet of gross floor area shall be prohibited, unless it is otherwise expressly permitted by Section 6 A of the Specific Plan.

C. Yards.

1. **Front Yard.** There shall be a front yard of at least 10 feet, except for projects fronting on Redwood Avenue and Beach Avenue. Projects fronting on Redwood Avenue shall have a front yard of at least 25 feet. Projects fronting on Beach Avenue shall have a front yard of at least five feet.

2. Side Yard.

- a. Except for projects fronting on Beach Avenue, and except as provided in Subparagraphs (1) and (2) below, there shall be a side yard of at least five feet, plus one foot for each story above the second story.
 - 1) There shall be a side yard of at least seven feet for residential projects abutting a lot with an existing non-residential use on that side abutting the existing non-residential use.
 - 2) There shall be a side yard of at least seven feet for non-residential projects abutting a lot with an existing residential use on that side abutting the existing residential use.
- b. For corner lots fronting on Beach Avenue, there shall be a side yard of at least three feet along either Del Rey Avenue, Glencoe Avenue, or Redwood Avenue. For the interior side yard of these corner lots, there is no side yard requirement for non-residential projects; however, for residential projects there shall be a side yard of at least five feet, plus one foot for each story above the second story.
- c. For interior lots fronting on Beach Avenue, there is no side yard requirement for non-residential projects; however, for residential projects there shall be a side yard of at least five feet, plus one foot for each story above the second story.

3. Rear Yard.

- a. There shall be a rear yard of at least 15 feet for residential projects.
- b. There shall be a rear yard of at least seven feet for non-residential projects or projects containing both residential and non-residential uses which front on Beach Avenue, there is no rear yard requirement.

4. **Mixed Use Projects.** Non-residential portions of mixed use projects shall comply with the yard requirements set forth in Subdivisions 1, 2 and 3 above. For all portions of mixed use projects erected and used exclusively for residential purposes, front, side and rear yards conforming to the requirements for residential uses in the Specific Plan shall be provided and maintained at the floor level of the first story used for residential purposes.

D. **Density.** The density of projects shall conform to the following:

1. Residential projects, including senior citizen residential projects, with a minimum of 25 percent of the residential dwelling units reserved for persons of low and moderate income rent levels (with no more than one-third of the reserved units at moderate income rent levels), shall be permitted a density of one dwelling unit per 600 square feet of lot area. The maximum floor-area ratio (FAR) shall be 2.0:1.

For purposes of this Specific Plan, a low or moderate income residential dwelling unit is a unit subject to rent restrictions pursuant to federal Housing and Urban Development Department standards for persons of low or moderate income which is registered with the City Housing Preservation and Production Department as restricted for a minimum term of 30 years or longer. A senior citizen residential project is a development wherein the dwelling units are reserved for tenants aged 60 years or older.

2. All other residential projects shall be permitted a density of no more than one dwelling unit per 800 square feet of lot area. The maximum FAR shall be 1.75:1.
3. Commercial or industrial projects that front on Beach Avenue which do not include residential dwelling units shall be permitted a maximum FAR of 1.5:1.
4. All other commercial or industrial projects which do not include residential dwelling units shall be permitted a maximum FAR of 1.0:1.
5. For mixed use projects combining residential and non-residential uses, the floor area of the building shall be such that the sum of the ratios of the actual floor area for each of the uses divided by the total allowable floor area for each of the uses shall not exceed one. This Subdivision shall be interpreted using the following formula:

$$\frac{\text{Actual Non-residential Floor Area}}{\text{Allowable Non-residential Floor Area}} + \frac{\text{Actual Residential Floor Area}}{\text{Allowable Residential Floor Area}}$$

6. For purposes of calculating the FAR for projects within the Specific Plan area, the buildable area of a site shall not be reduced for street dedications, public/utility easements, or yard area requirements.
7. For purposes of this Specific Plan, no expansion of an existing building or structure shall result in a building or structure exceeding the above FAR limits.

E. **Height.** Projects which do not contain residential dwelling units shall not exceed 45 feet in height. Projects containing residential dwelling units shall not exceed 55 feet in height, provided that for each additional increment of height above 45 feet, the building, or any portion of the building above 45 feet, shall be set back an equal distance from all required front, rear, or side yards. Only residential dwelling units may be located above 45 feet in height.

For purposes of this Specific Plan, height shall be measured as set forth in ZA 91-0845(ZAI), dated November 23, 1992.

F. **Parking Requirements.**

1. Multiple-family dwelling units shall provide parking according to the following standards:
 - a. Dwelling units with less than three habitable rooms: one parking space, plus one guest parking space for every two dwelling units;
 - b. Dwelling units with three habitable rooms: one and one half parking spaces, plus one guest parking space for every two dwelling units;
 - c. Dwelling units with more than three habitable rooms: two parking spaces, plus one guest parking space for every two dwelling units.
2. Boarding and lodging houses: two parking spaces for each three guest rooms.
3. Veterinary hospitals, health studios or clubs (including swimming pools in the calculation of floor area), medical or dental clinics, professional offices of doctors, dentists, chiropractors, physical therapists, psychiatrists, psychologists and counselors, and other medical service facilities: one parking space of each 100 square feet of floor area.
4. Commercial banks, saving banks, savings and loan offices, loan offices, check-cashing services and other financial institutions, public or private utility offices and ticket agencies: one parking space for each 200 square feet of floor area.
5. Child care centers, day nurseries, preschools and nursery schools: one parking space for each 500 square feet of floor area.
6. Business, professional and trade schools: one parking space for each 25 square feet of floor area.
7. Dance halls, exhibition halls and assembly hall without fixed seats, including community centers, private clubs, lodge halls and union headquarters.
8. General offices and other business, technical service, administrative, or professional offices (except for those professional offices specified in Subdivision 3 above), pharmacies and personal service establish-

ments, including cleaning or laundry agencies and shoe repair: one parking space for each 250 square feet of floor area.

9. Restaurants, night clubs, bars and similar establishments for the sale and consumption of food or beverages on the premises: one parking space for each 30 square feet of serving area. For purposes of this Subdivision, serving area shall mean the general seating area, including any outdoor seating area, excluding stages, restrooms, storage areas, kitchens and areas not designed for public use.
10. Laundromats and coin-operated cleaners: one parking space for each 200 square feet of floor area.
11. All other uses shall conform to the parking requirements set forth in the Code.

G. Development Standards.

1. **Air Filtration Systems.** Prior to the issuance of a building permit for any new construction of residential dwelling units or any non-residential development in excess of 10,000 square feet, an air filtration system shall be incorporated into the design plans to improve the air quality for the project's occupants. However, this requirement shall not preclude the installation of operable windows which permit passive heating and cooling.
2. **Dual-Glazed Windows** shall be used in the residential portion of all projects.
3. **Trash Storage and Recycling Facilities.** For any new construction of residential dwelling units or any non-residential development in excess of 10,000 square feet, a fenced or walled area for the storage of all trash shall be provided on the site, including storage containers sufficient to store source-separate recyclable materials (glass, aluminum, recyclable plastic and newsprint, at a minimum). Maintenance and other staff, and residents and employees, shall be instructed in recycling and arrangements shall be made for the transport of the recyclables to a recycling facility on a regular schedule. Applicants shall prepare a plan and provide copies of the plan to the Department of Public Works, the Bureau of Engineering and the Council office showing that all the requirements set forth in this Subdivision will be implemented prior to the issuance of a building permit.
4. **Soil Assessment.** A site assessment shall be prepared identifying whether any problematic concentrations of materials are present in the soil, as determined by consideration of the standards contained in Title 22, CCR, Section 66261.24, prior to any new construction of residential dwelling units or any non-residential development in excess of 10,000 square feet. If the assessment finds no problematic concentrations of materials are present, the

Department of Building and Safety may issue a building permit assuming all other requirements for obtaining a building permit are met.

If the assessment finds problematic concentrations of contaminants in the soil and such soil will be impacted by the project, prior to obtaining a building permit, the Applicant shall implement a remediation process consistent with local, state and federate laws and regulations governing such matters to the satisfaction of the agency responsible for regulating such soil contaminants.

5. Landscaping Standards.

a. Prior to the issuance of a certificate of occupancy for any new construction of residential dwelling units or any non-residential development in excess of 10,000 square feet, the Applicant shall install landscaping in accordance with the following requirements:

- 1) All landscaping, including species, height, and location of sprinkler systems, shall be identified on a plan prepared by a licensed architect or a licensed landscaping architect, and shall be submitted to the Department of City Planning for approval.
- 2) Landscaped areas shall be planted with a variety of plant materials which include shrubs, trees, ground cover, lawn, planter boxes, flowers, and native drought resistant plants.
- 3) The use of artificial plants for exterior landscaping shall be prohibited.
- 4) The location and type of street trees shall be approved by the Street Tree Division of the Bureau of Street Maintenance and shall be planted at a minimum ratio of at least one for every 30 lineal feet of street frontage.
- 5) Street trees shall be at least 10 feet in height and at least three inches in caliper at the time of planting.
- 6) Street trees shall not be pruned or shaped in any manner that is inconsistent with the natural form and habit of the tree, except to the extent necessary to maintain its strength and vigor, for the removal of unsafe or diseased branches, and for other aspects of public safety.
- 7) An automatic irrigation system shall be provided for all landscaped areas, including street trees, and shall be

indicated on landscape plans. All vegetation shall be maintained in first-class condition.

H. **Nonconforming Rights.**

1. **Restoration of Damaged Buildings.** Notwithstanding LAMC Sections 12.23 A 4 and 12.23 A 5, a building or structure legally existing on the effective date of this Specific Plan which damaged or partially destroyed by fire, flood, wind, earthquake or other calamity or act of God or the public enemy, to the extent of not more than 75 percent of its replacement value at the time of such damage or destruction, may be restored and the occupancy or use of such building, structure or part thereof, which existed at the time of such damage or destruction, may be continued or resumed, provided that the total cost of such restoration does not exceed 75 percent of the replacement value of the building or structure at the time of such damage or destruction, subject to the following provisions:

- a. A permit for such restoration shall be obtained within a period of two years from the date of such damage or destruction.
- b. No portion of the restored building or structure shall violate the height provisions of this Specific Plan.

2. **Rights of Existing Buildings or Structures.**

- a. Notwithstanding LAMC Sections 12.23 A 2(b), 12.23 A 3 and 12.23 B 1(c), a building or structure legally existing on the effective date of this Specific Plan, nonconforming as to the height, lot area or yard regulations of this Specific Plan, may be repaired, added to or enlarged provided:
 - 1) That any occupancy or use of the building or structure is consistent with the provisions set forth in Subsection A and B of Section 6 of this Specific Plan.
 - 2) That any addition or enlargement is consistent with the provisions set forth in Sections 6 and 7 of this Specific Plan.
 - 3) That the total cost of such repair, addition or enlargement shall not exceed 50 percent of the replacement value of the building or structure.
 - 4) That any such addition and/or enlargement or series of additions and/or enlargements do not exceed a cumulative total of 10,000 square feet.
- b. Notwithstanding LAMC Sections 12.23 A 2(b), 12.23 A 3 and 12.23 B 1(c), a building or structure legally existing on the effective date

of this Specific Plan, nonconforming as to the use regulations of this Specific Plan, may be repaired, provided that the total cost of such repair shall not exceed 50 percent of the replacement value of the building or structure.

3. **Nonconforming Use of Land.** The provisions of LAMC Section 12.23 C 1(c)(1) shall not apply to a use of land existing on the effective date of the Specific Plan.

Section 7. HIGHWAY AND STREET IMPROVEMENTS.

- A. Notwithstanding LAMC Section 12.37 H, public roadways within the Glencoe/Maxella Specific Plan area shall be categorized as follows:

1. Glencoe Avenue is designated by the City Council as a modified secondary highway with a right-of-way of 80 feet as shown on the exhibit "Glencoe Avenue: Cross Section", to include:
 - a. a roadway of 54 feet;
 - b. two sidewalks, eight feet in width each; and
 - c. a strip of land five feet in width each on each side of the street, to run parallel to the sidewalk, which shall be reserved for landscaping, including approved street trees; except that utility vaults, driveways, and any additional sidewalk area that may be required for handicapped access may also be located within the five foot area.
2. Maxella Avenue, between Glencoe Avenue and Lincoln Boulevard, remains a secondary highway;
3. Maxella Avenue, between Glencoe Avenue and Redwood Avenue, remains a collector street, and shall have a right-of-way of 64 feet with a roadway of 46 feet;
4. Redwood Avenue remains a collector street, and shall have a right-of-way of 64 feet with a roadway of 44 feet;
5. Beach Avenue remains a local street, and shall have a right-of-way of 60 feet with a roadway of 44 feet;
6. Del Rey Avenue remains a local street, and shall have a right-of-way of 60 feet with a roadway of 44 feet.

- B. Prior to the issuance of a building permit for a project fronting on Glencoe Avenue, Maxella Avenue between Glencoe and Redwood Avenues, Redwood Avenue, Beach Avenue or Del Rey Avenue for any new construction of residential dwelling units or any non-residential development in excess of 10,000 square feet, the applicant shall:

1. Dedicate land in accordance with the right-of-way requirements set forth in Section 7 A above; and
2. Make improvements in accordance with the improvement requirements set forth in Section 7A above, or provide assurances of such improvements to the satisfaction of the Bureau of Engineering; or, as an option for Projects fronting on Glencoe Avenue only, make all improvements to collector street standards or provide assurances of such improvements to the satisfaction of the Bureau of Engineering, and pay an in-lieu fee equal to the difference between the cost of making all improvements to collector street standards and the demonstrable estimated costs of the modified secondary highway improvements set forth in Section 7A. These estimated costs shall be calculated in a manner consistent with the specifications and guidelines for establishing the cost, fee and other bases for B-Permit bond amounts contained in Sections 62.110 and 62.111 of the Code, and the in-lieu fee shall be paid into a "Glencoe Avenue Improvement Sub-Account" established within the Coastal Transportation Corridor Fund. Applicants shall verify estimated costs to the Department of Transportation and Bureau of Engineering by providing at least two written estimates from licensed construction entities and shall provide proof of payment to the satisfaction of the Bureau of Engineering.

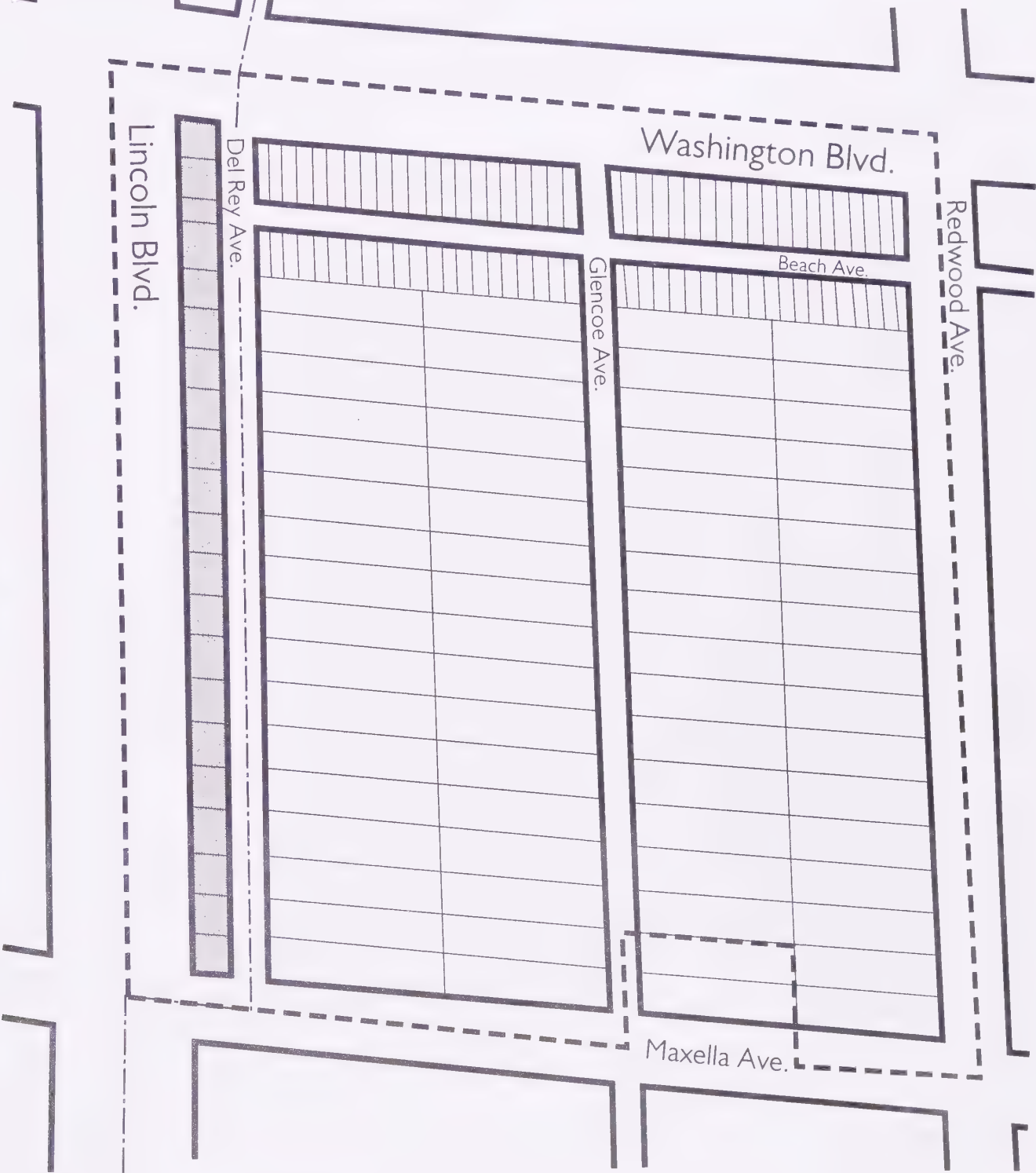
The Department of Public Works shall not commence work on any modified secondary highway improvements along Glencoe Avenue until the roadway abutting at least 50 percent of the total of Glencoe Avenue-fronting lots within the Specific Plan Area has been improved to a least collector street standards pursuant to the requirements of this Subdivision.

- C. The Department of Transportation may prohibit on-street parking on both sides of Glencoe Avenue once it finds that all the lots on both sides of Glencoe Avenue have been improved as set forth in Section 7A1 above.

Section 8. Severability. If any provision of this ordinance is found to be unconstitutional or otherwise invalid by any court of competent jurisdiction, such invalidity shall not affect the remaining provisions of this ordinance which can be implemented without the invalid provision, and, to this end, the provisions of this ordinance are declared to be severable.

Glencoe/Maxella Specific Plan

Venice Community Palms • Mar Vista • Del Rey Community



CM(GM)-2D-CA Zone

M1-1 Zone

----- Specific Plan Area Boundary

----- Community Boundary



Not to Scale

GLENCOE/MAXELLA SPECIFIC PLAN
Ordinance No. 169,102
Effective November 21, 1993

ADMINISTRATIVE RESPONSIBILITIES

Applicant

- An applicant for a building permit for a project in the Specific Plan area shall be subject to the regulations of the Specific Plan. (1-7)
- An applicant shall satisfy the dedication and improvement requirements for rights-of-way as set forth in Section 7A of the Specific Plan. (7B)

Department of City Planning

- The Department of City Planning shall administer the landscape requirements as set forth in the Specific Plan. (6G5)
- The City Planning Commission may grant an exception to the requirements of the Specific Plan pursuant to Section 11.5.7 D of the Municipal Code. (3C)

Department of Building and Safety

- The Department of Building and Safety shall be responsible for administering the regulations of the Specific Plan including regulations on land use, yards, density, height, parking, development standards, soil assessment and non-conforming rights. (1-7)
- The Department of Building and Safety shall also determine that the applicant has satisfied the right-of-way dedication and improvement requirements. (7B)

Department of Transportation

- The Department of Transportation shall provide the determination of peak hour trips for a proposed permitted use not specifically listed and, if the use exceeds 6.0 p.m. peak hour trips per 1000 square feet of gross floor area, such use may not be permitted. (6B)
- The Department of Transportation may prohibit on-street parking on both sides of Glencoe Avenue once it finds that all the lots on both sides of the street have been improved as set forth in Section 7A1. (7C)

Department of Housing

- The Department of Housing shall provide information on rent levels pursuant to federal Housing and Urban Development Department standards for persons with low and moderate income for purposes of administering density regulations of the Specific Plan. (6D)

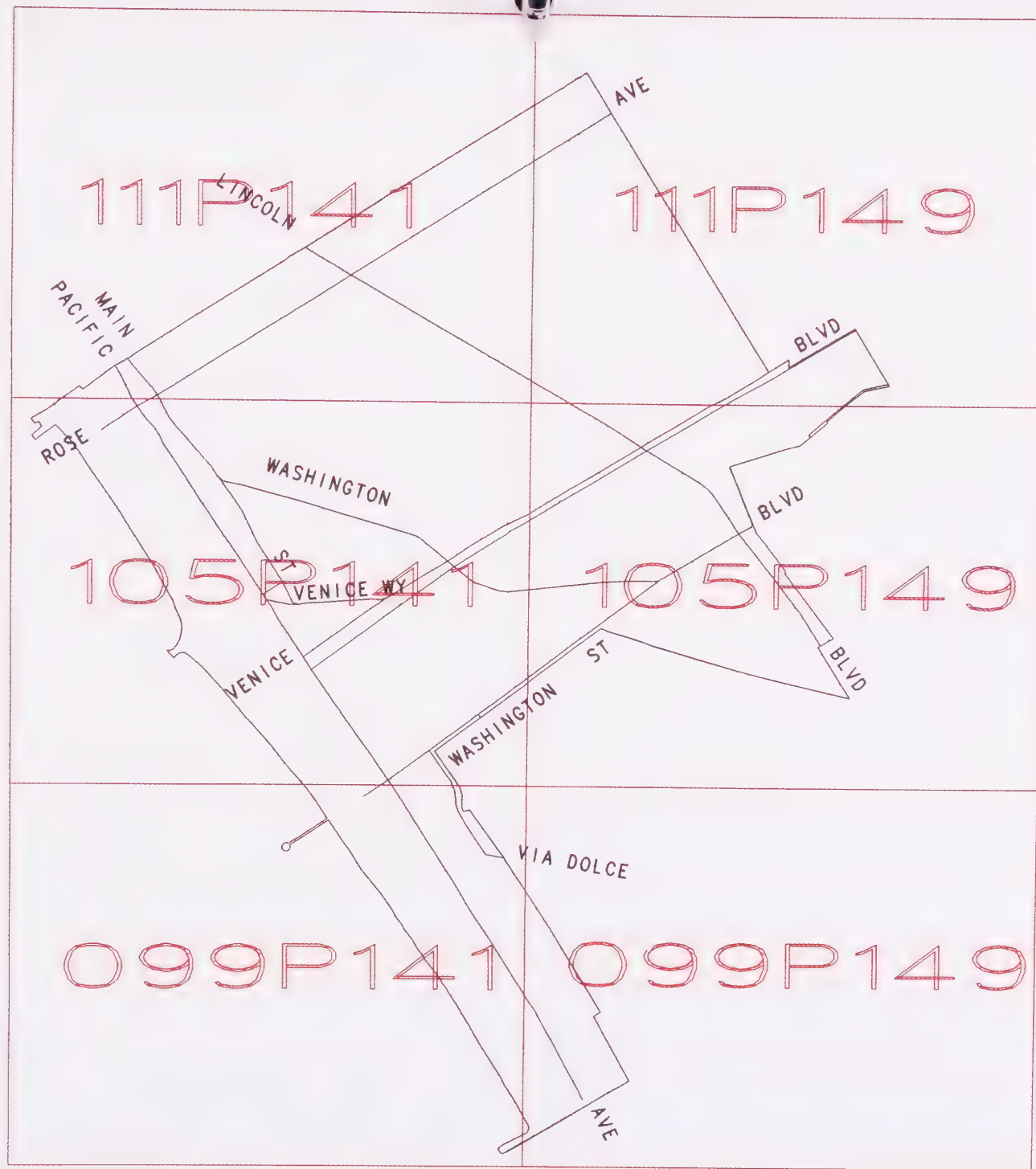
Department of Public Works

- The Street Tree Division, Bureau of Street Maintenance, shall be responsible for approving the location, type, size and spacing of street trees within the public right-of-way. (6B5a)
- The Department of Public Works shall not commence work on any modified secondary highway improvements along Glencoe Avenue until the roadway abutting at least 50% of the frontage has been improved to at least collector street standards. (7C)

City Council

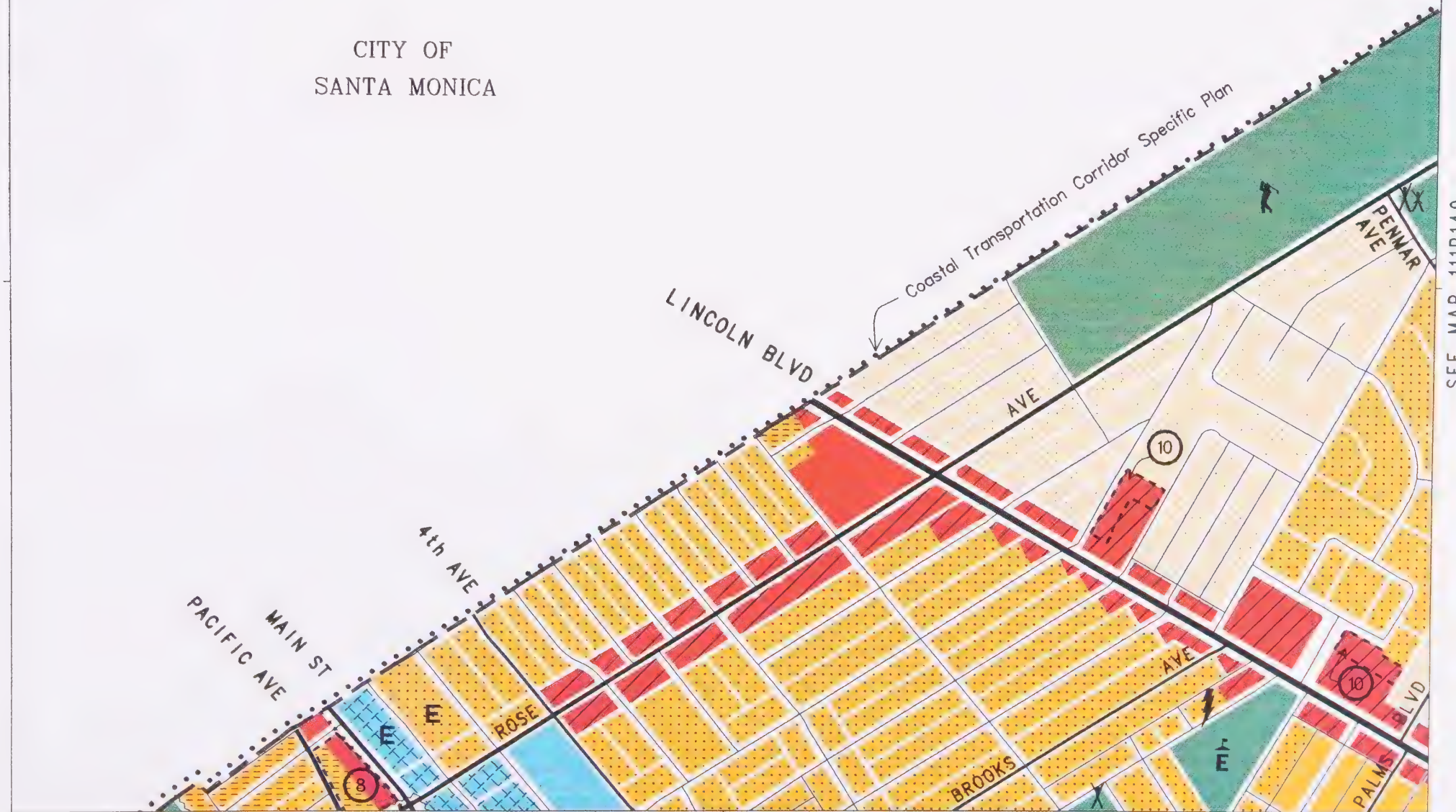
- The City Council may grant an exception from the Specific Plan upon appeal of the determination of the City Planning Commission. (3C)

290GM5(032195)



VENICE INDEX MAP

CITY OF
SANTA MONICA



SEE MAP 111P149

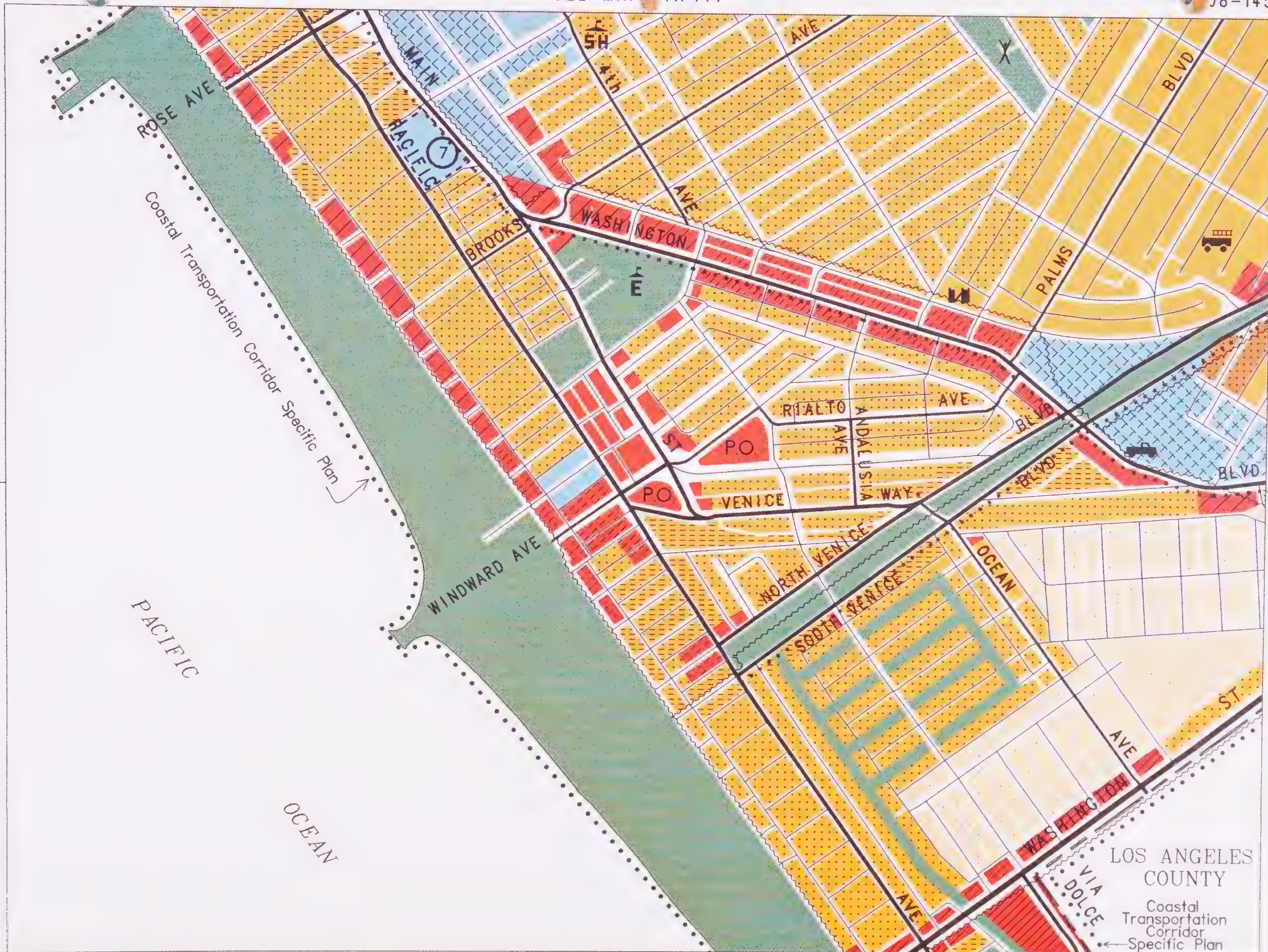
CITY OF
SANTA MONICA

Coastal Transportation Corridor Specific Plan

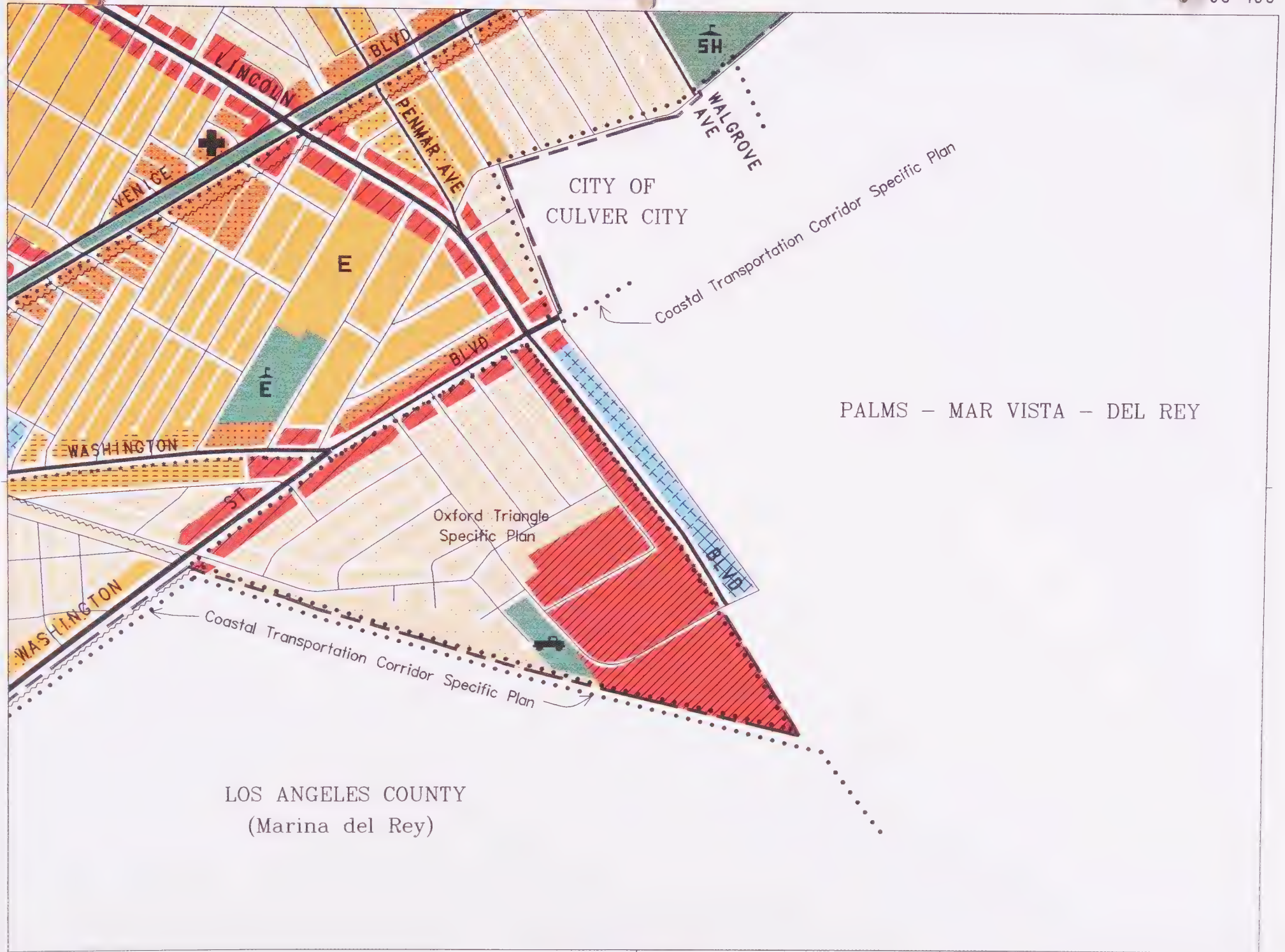
PALMS - MAR VISTA - DEL REY

SEE MAP 111P141



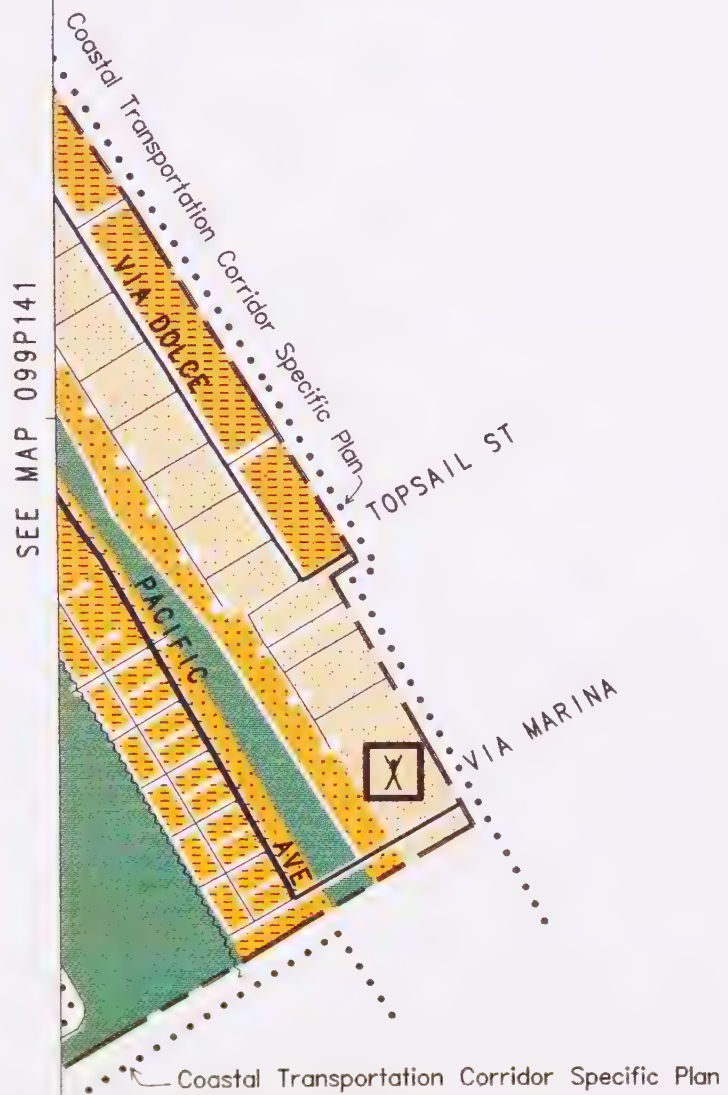


SEE MAP 105P141





SEE MAP 099P149



LOS ANGELES COUNTY
(Marina del Rey)

FOOTNOTES

1. Local streets and freeways are not a part of this Plan and are shown for reference only.
2. Box symbol denotes the general location of a proposed facility. It does not designate any specific private property for acquisition. Such facility may appropriately be located within an area defined by the locational and service radius standards contained in the individual facility plans comprising the Service Systems Element of the General Plan.
3. Residential developments on commercial properties are limited to densities no greater than those permitted by the zoning of adjoining residential areas, but not lower than the density permitted in the low-medium I housing category.
4. Population and dwelling unit capacities do not reflect potential residential uses in commercial zones
5. Open space desinations on the plan map conform to the definition of "Open Space Land" set forth in Article 10.5 of the State of California Government Code and to the City's Open Space Plan.
6. Gross acreage includes streets.
7. This property is currently owned by the Southern California Rapid Transit District. It is recommended that the City consider acquisition of the site for off-street parking.
8. This property recommended for senior citizen housing.
9. When the use of property designated as "Open Space" (e.g. recreation, environmental protection) is proposed to be discontinued, the proposed use shall be approved by the appropriate decision-makers through a procedure similar to a conditional use. The decision-makers shall find that the proposed use is consistent with the elements and objectives of the General Plan and may impose additional restrictions on the existing zoning as deemed necessary to assure that the proposed land use will be compatible with the land uses, zoning classifications or other restrictions of adjacent and surrounding properties, and consistent with the General Plan
10. The use of property shall be limited to parking. Future comercial development of the property shall be subject to "Q" conditions to mitigate the potential impacts upon the surrounding residential land uses.
11. Abandoned Pacific Electric right-of-way between Lincoln Boulevard and Washington Street is intended to serve as a buffer between this residential community and Marina Del Rey to the south. Any development taking place on lots within the abandoned right-of-way shall be subject to the authority of the City Planning Commission to determine the appraipraite use of the property and to approve such use by discretionary action if it finds that such use is proper in relation to adjacent uses, desirable to the public welfare, and consistency with the elements and objectives of the General Plan.
12. All properties designated for "Community Commerce" in the Oxford Traiangle area (bounded by Washington Street, Lincoln Boulevard, and the City/County Boundary) shall be further designated as being in a Height District limiting new development to a floor area ratio not to exceed 1.5 times the buildable area of a lot. However, if a mix of housing and commercial uses are developed on saide properties in the Oxford Triangle, a floor area ratio of no more than three times the buildable area of a lot may be approved by the City Planning Commission, including such environmental review as may be required under the California Environmental Quality Act.
13. When the use of property designated as "Public/Quasi Public" (e.g school, university, hospital, major institutions) is proposed for a use other than that which has been deemed to be approved per LAMC 12.24-F, the proposed use shall be approved by the appropriate decision-makers through a procedure similar to a conditional use. The decision makers shall find that the proposed use is consistent with the elements and objectives of the General Plan and may impose additional restrictions on the existing zoning as deemed necessary to assure that the proposed land use will be compatible with the land uses, zoning, or other restrictions of adjacent and surrounding properties, and consistent with the General Plan.
14. Existing mobilehome parks are consistent with the Plan. Future mobilehome parks shall be consistent with the Plan when developed in the RMP Zone.
15. Each Plan category permits all indicated corresponding zones as well as those zones referenced in the Los Angeles Municipal Code (L A M C) as permitted by such zones unless further restricted by adopted Specific Plans, specific conditions and/or limitations of project approval, plan footnotes or other Plan map or text notations. Zones established in the L A M C subsequent to the adoption of the Plan shall not be deemed as corresponding to any particular Plan category unless the Plan is amended to so indicate. It is the intent of the Plan, that the entitlements granted shall be one of the zone designations within the corresponding zones shown on the Plan, unless accompanied by a concurrent Plan Amendment.

LAND USE

RESIDENTIAL

LOW DENSITY

LOW

CORRESPONDING ZONES

RE9,R1,RS,RD6

MULTIPLE FAMILY CORRESPONDING ZONES

LOW MEDIUM I

R2,RD5,RD4,RD3

LOW MEDIUM II

RW1,RD2,RD1.5

MEDIUM

RW2,R3

HIGH MEDIUM

R4

COMMERCIAL^{3,4}

ARTCRAFT
MIXED COMMERCIAL,LIGHT
INDUSTRIAL AND RESIDENTIAL

C2

HIGHWAY
ORIENTED

CR,C1,C2,C4,P

NEIGHBORHOOD
AND OFFICE

CR,C1,C2,C4,P

COMMUNITY

CR,C1.5,C2,C4
P,PB

INDUSTRIAL

COMMERCIAL
MANUFACTURING

CM,P

LIMITED

M1,MR1,P

LIGHT

M2,MR2,P

OPEN SPACE, PUBLIC/
QUASI-PUBLIC

OPEN SPACE^{5,9}

PUBLIC/QUASI-PUBLIC¹³

PARKING

PARKING

CIRCULATION¹

Divided Major Highway

Major Highway

Secondary Highway

Scenic Secondary Highway

Scenic Divided Secondary Hwy

Modified Secondary Highway

Collector Street

Local Street

Bikeway

ADMINISTRATIVE BOUNDARY

Community Boundary

City Boundary

SPECIAL BOUNDARY

Specific Plan

Site Boundary

SERVICE SYSTEMS²

SCHOOL SITES

Elementary

Elementary-Private

Senior High

Special School Facility

SERVICE SYSTEMS²

RECREATIONAL SITES

Neighborhood Park

Community Park

Golf Course

OTHER FACILITIES

Community Library

Health Center

Fire Station

Post Office

Power Distribution Station

Maintenance Yard

Pumping Station

NOTES:

Proposed²

SUMMARY OF LAND USE

LAND USE

Dwelling Units
Per Gross Acre⁶

Corresponding
Zones

Residential

Low

3+ to 7

R1,RS,RE9,RD6

Low Medium I

7+ to 12

R2,RD5,RD4,
RD3

Single Family Residential

Acres

461

Low Medium II

12+ to 24

RD2,RD1.5,RW1

% of Total Area

25

Medium

24+ to 40

R3,RW2

Dwelling Unit Capacity

2,902

Population Capacity

8,438

High Medium

40+ to 60

R4

Multiple Family Residential

Acres

913

% of Total Area

50

Dwelling Unit Capacity

20,934

Population Capacity

53,245

Total Residential

Acres

1,374

% of Total Area

75

Dwelling Unit Capacity

23,836

Population Capacity

61,683

Commercial^{3,4}

Artcraft

C2

Acres

22

% of Total Area

1

Highway Oriented

CR,C1,C2,C4,P

Acres

114

% of Total Area

6

Neighborhood

CR,C1,C2,C4,P

Acres

29

% of Total Area

2

Community

CR,C1.5,

Acres

26

C2,C4,P,PB

% of Total Area

1

Total Commercial

Acres

190

% of Total Area

10

Industrial⁶

Commercial Manufacturing

CM,P

Acres

2

% of Total Area

Total Industrial

Acres

96

Limited

M1,MR1,P

Acres

67

% of Total Area

4

Light

M2,MR2,P

Acres

27

% of Total Area

1

% of Total Area

5

Open Space^{5,9}

Total Open Space

Acres

209

% of Total Area

10

TOTAL ACRES

1,837

% OF TOTAL ACRES

100

Original Credit Page

ORIGINAL COMMUNITY PLAN

DEPARTMENT OF CITY PLANNING

Calvin S. Hamilton, Director of Planning
Kei Uyeda, Deputy Director of Planning
Glenn F. Blossom, City Planning Officer

COMMUNITY PLANNING AND DEVELOPMENT DIVISION

Arch D. Crouch, Principal City Planner
Peter Broy, Senior City Planner
Franklin P. Eberhard, Senior City Planner*

PROJECT STAFF

Ed Johnson, City Planner
Steve Jenkins, City Planner*
Richard Gervais, City Planning Associate
Dave Gay, City Planning Associate*

GRAPHICS SECTION

Gene Wolfe, Graphics Supervisor
Ray Hernandez, Data Illustrator
Mason Dooley, Photographer
Oliver W. Baker, Senior Cartographer
Charlene Horner, Cartographer

COASTAL TRANSPORTATION CORRIDOR SPECIFIC PLAN

DEPARTMENT OF CITY PLANNING

Con Howe, Director of Planning
Franklin P. Eberhard, Deputy Director
Melanie S. Fallon, Deputy Director
Robert H. Sutton, Deputy Director

HEARING EXAMINER SECTION

Bob Rogers, Associate Zoning Administrator
Michael Davies, City Planner

DEPARTMENT OF TRANSPORTATION

Thomas Conner, Assistant General Manager
Allyn D. Rifkin, Principal Transportation Engineer
Haripal Vir, Senior Transportation Engineer
David Leatherman, Transportation Engineer
Ray Wellbaum, Transportation Engineer*
Peter White, Transportation Engineering Associate*

GRAPHICS

Joyce O dell, Cartographer

OXFORD TRIANGLE SPECIFIC PLAN

DEPARTMENT OF CITY PLANNING

Kenneth C. Topping, Director of Planning
Glenn F. Blossom, City Planning Officer

CITYWIDE PLANNING DIVISION

Glenn Johnson, Principal City Planner
Ed Johnson, Senior City Planner

PROJECT STAFF

Dave Gay, City Planner
Jeff Pool, Planning Assistant

GRAPHICS

Joyce O dell, Cartographer

GLENCOE/MAXELLA SPECIFIC PLAN

DEPARTMENT OF CITY PLANNING

Con Howe, Director of Planning
Franklin P. Eberhard, Deputy Director
Melanie S. Fallon, Deputy Director

PLAN IMPLEMENTATION DIVISION

Jack Sedwick, Principal City Planner

HEARING EXAMINER SECTION

Bob Rogers, Associate Zoning Administrator
Eric Ritter, City Planner

GRAPHICS

Joyce O dell, Cartographer

* Former Project Staff

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CITY OF
SANTA MONICA

PALMS-MAR VISTA-DEL REY

ROSE AVE

LINCOLN

VENICE BLVD

MAIN ST

PACIFIC

WASHINGTON

VENICE

WAY

BLVD

Oxford Triangle Specific Plan

Coastal Transportation Corridor Specific Plan

Coastal Transportation Corridor

WASHINGTON

VIA DOLCE

Coastal Transportation Corridor Specific Plan

Coastal Transportation Corridor

Specific Plan

Pacific Ocean

COUNTY OF
LOS ANGELES
(Marina del Rey)

COUNTY OF
LOS ANGELES
(Marina del Rey)

PLAN LAND USE • Venice (See Plan booklet for Plan information)

ft 0 500 1000 2000

December 1990

Note: This map may not reflect recent Plan amendments because it is revised and reprinted less frequently. For information on Plan amendments recently enacted by the Periodic Plan Review program and by other Planning Department Divisions, refer to the amendment list at the front of this booklet and to the individual Plan map pages in this booklet, which are updated annually.

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